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BALTIMORE, JUNE 7, 1900.

The Manufacturers' Record learns that some of the statements made in the letter from Hot Springs, Ark., in a recent issue in regard to the mineral resources of that section were probably incorrect.

In a letter to the Manufacturers' Record Mr. P. Heinsberger, secretary of the Merchants' Association of Wilmington, N. C., writes:

Again I wish to thank you for the noble work you are doing for the South. The Manufacturers' Record should be a welcome visitor once a week in every office, workshop and store in this glorious country of ours. I am always glad to renew our subscription, which you will find enclosed.

Mr. F. S. Landstreet, general manager of the Davis Coal & Coke Co. of West Virginia, in a letter to the Manufacturers' Record referring to the exportation of American coal to Mediterranean and other foreign ports, says:

The American shippers are finding great trouble in securing vessels for coal transportation at reasonable rates. I believe any decline in ocean rates would bring largely increased orders from abroad.

There are few men in America who have given greater proof of their interest in the prosperity of the South than Hon. Abram S. Hewitt. For thirty years or more he has proclaimed the South's great natural resources, and has shown his faith by his works. He has made large investments in Southern coal and iron enterprises, and, as stated in his interview, is now interested in a number of coal and iron companies in that section. But Mr. Hewitt has been a wise friend, in that he has always been ready to point out the dangers to the South and to show where the path of honor and honesty and prosperity lay. In his exceedingly interesting interview in this issue of the Manufacturers' Record, after emphasizing the South's pre-eminent advantages, he sounds a note of warning against the danger of populism. The business people of this section realize this danger, and they are becoming more and more determined to stand shoulder to shoulder in opposing the work of political demagogues in their fight against capital and corporations. The time has come for a united effort along this line on the part of every man interested in the South's upbuilding.

What Lines of Industry Offer Good Opportunities in the South?

Messrs. William Gallatin Carroll & Co., No. 40 Wall street, New York, who are largely interested in La Porte, Texas, in a letter to the Manufacturers' Record asking for information about the cost of establishing a cotton mill at that point, also asked for suggestions regarding different classes of manufacturing that might be profitable at such points as La Porte.

This brings up a question that has been asked very often recently, namely, What are the most inviting opportunities in the South for industrial enterprises outside of cotton mills and iron and coal interests? In very many places in the South it would not be wise to establish cotton mills at present. The iron and coal business is limited to the iron and coal districts, and so it is important to a very large portion of the South to know what are the most attractive industrial enterprises that can be established. This is a question that many of the leading business men of the South deeply interested in its future are seriously considering. The Manufacturers' Record feels that it is a question that is worthy of wide discussion, and it invites the views of Southern people in order that out of a general discussion of the subject there may come some points of interest.

New England Seeking Mill Hands in the South.

Either New England cotton mills are short of hands or else an effort is being made for other purposes, which can be readily understood, for getting Southern help into New England mills. An advertisement appears in the Atlanta Constitution stating that operatives for New England mills are wanted, and offering high wages and short hours, quoting the rates of wages to be paid. Possibly some of our New England friends want to secure Southern operatives or possibly some one in that section, though we would not presume to intimate that the best mill people in New England are guilty of it, wishes to create the impression among Southern cotton-mill operatives that they are now underpaid, by the announcement of the wages which are offered to those who will go to New England. There are many ways of trying to do a thing, and the New England cotton-mill operatives, and possibly some of the New England cotton-mill managers, are sufficiently shortsighted as to hope to create trouble in the South, and thus to offset some of the disadvantages under which New England labors in this industry.

The Manufacturers' Record has no desire to see New England suffer. On the contrary, it believes that there is room enough for all, and it is not in sympathy with the sentiment sometimes expressed, that the development of the South means the decline of industrial life in New England. But it

is very decidedly opposed to some of the methods adopted at times to help New England at the expense of the South. The effort to secure uniform hours of labor, which has been so vigorously pushed by New England people, is simply an effort to destroy some of the advantages given to the South by nature itself, in order to save New England from increasing competition.

It seems to us that this is an admission of weakness on the part of New England, which is somewhat surprising in a people who have on such an artificial foundation of imported cotton, imported coal, imported foodstuffs and imported lumber built up by energy and enterprise such a great industrial life as that of New England. Are they afraid to meet the South in fair and open competition, every section standing on its own foundation and "the devil take the hindmost?" The South is willing to meet the world's competition on that basis.

The Southern Farmer to Win in the Compress Fight.

The merry war which is on with such vigor between the square-bale cotton people on one side and the round bale on the other is something which the Manufacturers' Record has long wished to see. For many years, in season and out of season, we urged upon the South the absolute necessity of more care in baling and handling cotton. The injury to the South under the system which has prevailed of cotton compressing and handling, and the slovenly way in which cotton reached the markets at home and abroad, has annually cost that section many millions of dollars, running in the aggregate to hundreds of millions, all of which ought to have been saved by a better system of cotton handling. So long as the square-bale system had no competition it got out of cotton all that could be made out of it, and to this the middlemen added their profit of handling, all of which was put upon the Southern planter. It may safely be said that no other agricultural product in the world's history was ever so barbarously treated, and it is amazing that cotton growers and cotton spinners did not years ago force some way of bringing about better conditions. All efforts to do this, however, and all newspaper discussions and all arguments pointing out the immense losses which were falling upon the South by the system then prevailing apparently fell upon deaf ears, except with some few honorable exceptions worthy of commendation, where a few compress men broad enough to realize the truth of these statements sought to improve cotton baling and handling methods.

But, as in the history of other industries, there comes a time when inventive genius devises some way to overcome the bad methods prevailing, and so a few years ago inventive genius devised new ways of putting up cotton, and the round bale came into existence, first by one company, and then

another, until now some four or five round-bale companies are actively in the market competing with each other, and all working in competition with the square-bale system. Under this vigorous competition the square-bale interests, in order to save themselves, have of recent years united in an effort to bring about a uniform or standard square bale, and are pushing this with a vigor which must delight the heart of everyone interested in the improvement of cotton handling.

This is what the Manufacturers' Record has long desired, and one of the first articles which it published about the round-bale system stated that whether the round-bale plan succeeded or not, its vigorous introduction throughout the South would mean the better baling of every bale of cotton put up, as it would force all other compress systems to radical improvements. The truth of this is now fully seen in the activity which the square-bale compress people are now displaying in their efforts to retard the upbuilding of the round-bale system. Out of this contest will come improvements in compressing, handling and transportation which will mean a saving of many millions of dollars annually to the farmers of the South. That it will also mean the elimination of many useless middlemen, who have lived on abuses of the cotton trade to the disadvantage of the producer and the spinner, is unquestionably true. And for this the South may well rejoice. The square-bale compress people know full well that many abuses have existed in the cotton-handling business, and that while there may be room to the good of the trade for some middle interests, there have been a great many unnecessary and useless charges between the producer and the final buyer, and knowing these facts, if they will join in the effort to eliminate these extortionate costs of middlemen they will take a stand for the good of the grower which will merit hearty commendation. Will they do it? Just now, despite their own combinations and the extortionate charges upon cotton which have prevailed, they seem to be giving their attention largely to the most absurd talk of trusts, as though they could stop the round-bale movement with such silly work as that. Under the system which has prevailed the farmer has had but little chance to profit, for with the many charges for compressing and recompressing, sampling, bagging and ties and tare on cotton shipped abroad, he has furnished a living to many thousands of drones to his own undoing.

As already stated, the Manufacturers' Record rejoices in the fight of the square bale and the round bale, and hopes to see it kept up until every abuse of the trade has been eliminated and Southern farmers get the greatest possible results out of their crop. Whether in the final wind-up the square bale or the round bale wins, it is immaterial to the South, except

for the vested interests, and these can never stand in the way of progress, whether the vested interests in the square bale or the vested interests in the round bale be wiped out of existence, provided the South gets the best possible cotton-handling system and Southern farmers are thus able to market their crop at the lowest possible cost. The Manufacturers' Record is inclined to hope for a continuation of the lively fight, with its best compliments to the victor, whether it be square bale or round bale, for the real victor will be the Southern farmer.

How Politicians Are Hurting the South.

Mr. J. C. Roberts of Bremond, Texas, in a letter to the Manufacturers' Record says:

Your letter of May 24th inst., wishing to know if we will bore down a test well for oil with a view to extensive development, received. Will say that W. A. Rumble, A. C. Walker, J. G. Taylor and myself have made up a small amount of money, and have made a contract with a gentleman of Corsicana, Texas, to move down his machinery and put down a well for oil 1500 feet. Oil is found in wells and gullies near this place, and we believe from all indications that there is plenty of oil near Bremond, Robertson county, Texas. We have cheap lands in two to three miles of Bremond that can be bought at from \$3 to \$4 per acre, with fire-clay; lignite from seven to ten feet thick in thirty to forty feet of the surface and in three to four miles of the Houston & Texas Central Railroad, and we believe oil in paying quantities. We have known this for forty-eight years. We have no money to develop these properties in Texas, and unless we can get foreign capital to risk their money and develop the resources of Texas, or modify our laws so we who live in Texas are willing to risk our money to develop Texas, her wealth will never be known. We have a new crop of political demagogues who come to the surface every two years and ask for office. Their whole time is spent in traveling over the county and telling the people how the money power is oppressing them, how prosperous the country would be if we had the free and unlimited coinage of silver of 16 to 1, and then make and advocate rigid trust laws which are never enforced against any citizen of Texas by the law officers of Texas, and never were intended to be enforced against a resident citizen who belongs to a trust or combine doing business in Texas. These Texas trust laws are rigidly enforced against men who live out of Texas and do business in Texas. A Mr. Hathaway, an agent or member of the Waters-Pierce Oil Co., was fined and placed in jail at Waco, Texas, for making contracts and selling oil to our merchants at seven or eight cents per gallon. And now the company has been refused a permit to do business in the State of Texas. We have a rigid trust law in Texas. We have men all over Texas doing business who belong to combines and belong to trusts, living and doing business in Texas, and who have been and are now doing business, but our attorney-general and other officers have never heard of them.

The Manufacturers' Record would gladly hail the opportunity to be able to say that not only Texas, but every Southern State, would give the amplest protection to capital, local and foreign, but unfortunately the curse of demagogism—the demagogism against which only one man in the House of Representatives dared to vote last week on the trust question—still prevails wherever politicians live. The cotton spinners of the South, at their annual meeting in Charlotte last month, unanimously decided that the time had come when the business men of the South should dictate to the politicians, and not permit the politicians to rule or ruin simply for their own personal greed and gain, and the whole South must follow this example.

Mr. B. F. Johnson of the B. F. Johnson Publishing Co., Richmond, Va., in a letter to the Manufacturers' Record states that he has just received a cable message from General McArthur order-

ing \$2500 worth of primers and charts to be introduced in the Philippines. This company recently filled an order for several thousand dollars' worth of its publications for the Porto Rican schools. These two are good illustrations of the extent of the business of this company and of the reputation of its publications. It is gratifying to know that a Southern publishing house is meeting with such well-deserved success.

It is customary every year for many of the leading iron and steel concerns to shut down for a few weeks or a month in summer for the purpose of making a general overhauling of all machinery. It is absolutely necessary to do this sometimes, but last year the pressure was so great that comparatively few stopped long enough to make these necessary repairs. It is quite probable, therefore, that nearly all leading companies will have to do a great deal of overhauling this summer, and their shutting down will be heralded by many papers as due to bad business instead of to the real cause. Some badly-located furnaces, and some which have to pay exorbitant prices for their ore and coke, will necessarily have to blow out. The sooner they do it the better for themselves and the trade generally. But well-located furnaces, having their own coke and ore, will go on making good profits as heretofore. The decline in the price of iron ought to prove of permanent value to all well-located, well-managed furnaces in the South, as it will stop the building of speculative enterprises and keep the trade on a sound, solid basis.

Opening an Alabama Ore Property.

Mr. J. H. Mountain of Piedmont, Ala., in a letter to the Manufacturers' Record writes as follows about some ore properties:

"I opened up the mountain in a straight line for over 300 feet by running in six cuts and found nearly solid ore in all of them. In one cut of ten feet I have a solid face of ore of five feet, with floor the same; out of another cut of twelve feet we took out six tons of ore, with ore front, sides and bottom. In another opening fifty yards distant we have exposed a very large amount of ore. If this cut was cleaned out it would show a face of thirty feet, with a width of at least fifty feet.

"As to manganese the showing is very fine. It cropped out on the surface. I dropped down the hill and run in a cut twenty feet, cutting the ore at a depth of fifteen feet. The vein widens out from the top, and at the bottom of cut shows ore front, sides and bottom. Three hundred feet distant another cut of fifteen feet shows manganese, but not in such quantities. It probably will be driving the cut further into the mountain. I am not shipping, as I have not the means to put the mine in proper working shape. The ore can be carried in trams from the banks into cars ready for shipment."

A Kentucky Furnace.

A dispatch from Paducah, Ky., says that the first run of pig-iron from the furnace there was a success; that experiments are being made with West Kentucky coal to test its coking value for iron-making purposes, and that in one of the beds owned by the Paducah Furnace Co. at Sill's Landing in Lyon county, about sixty miles from Paducah, enough ore has been uncovered to run the furnace ten years. The ore has water transportation to Paducah.

HEWITT ON THE WORLD'S IRON PRODUCTION.

Some Striking Facts About the Growth of America's Iron and Steel Interests.

Alabama Ought to Dominate the Basic-Steel Industry of the World.

In a recent general discussion of the iron and steel trade of the world with the editor of the Manufacturers' Record Hon. Abram S. Hewitt presented so many points of world-wide interest that while the conversation was not intended for publication, the Manufacturers' Record has secured from Mr. Hewitt the privilege of printing the following facts regarding the iron situation, with especial reference to the strength of the position of the South and of the country at large in the future of this industry. Mr. Hewitt said:

"The world is practically rebuilt about three times in a century. Thirty-five years ago my firm furnished the iron work for the first iron fireproof office building erected in New York. Today that building is being demolished and another will be erected more in keeping with the advance in office buildings during the last ten years. It is, of course, not to be expected that the 'sky-scrapers' of today will be supplanted by others within a third of a century, but the general advance in the world and the progress of civilization are of such a magnitude that, broadly speaking, it is true, as I stated, that we rebuild the world about every thirty or thirty-five years.

"The consumption of iron has increased more rapidly than anyone ever predicted. Nearly fifty years ago, or in 1856, in an address before the American Geographical Society, I indicated that, judging by the past, it would be conservative to estimate the production of pig-iron in the world for 1895 at 28,000,000 tons, and in 1915 at 48,000,000 tons, on the basis that it would double every twenty years. On this basis the output of 1899 should have been about 35,000,000 tons, but as a matter of fact it was about 40,000,000 tons. In 1890 Mr. Edward Atkinson, without knowing of my prediction made in 1856, in an elaborate article prepared for the Manufacturers' Record, estimated that we could safely count upon the world's consumptive demands requiring 40,000,000 tons by 1900. His estimate, like mine, seemed to many to be too high, but last year the world consumed over 40,000,000 tons, and yet the demand was greater than the supply.

"These facts, which are familiar to thinking people, indicate the wonderful strides which the whole world has been making in the consumption of iron. But iron and steel are now going into so many new uses that we may more reasonably look for an accelerating rate of growth as compared with population than for any decrease. Steel-car making, an industry of only a few years, in fact, an 'infant industry,' is already consuming about 400,000 to 500,000 tons of steel a year. These cars, carrying 100,000 pounds of freight instead of the 40,000 or 50,000 pounds carried by wooden cars, are requiring heavier locomotives, heavier rails, heavier and stronger bridges, and so their introduction almost forces the gradual rebuilding of many of our railroads. Large office buildings, even costly private dwellings, are now almost exclusively framed of iron. The whole world is busy in building ships for war as well as for commerce; every town must needs have its water-works and sewerage systems; electric railways are no longer confined to cities, but are spreading out

into suburban districts and connecting smaller municipalities. The appetite for iron and steel seems almost insatiable.

"In this new era in the world's iron trade we have entered upon a period of permanently higher prices. I do not mean that we shall not have periods of activity and of depression as in the past, but we shall probably never again get down into such depths as we had a few years ago. The increasing consumption of iron and steel, the increasing cost of production in Europe and the centralization of these industries in strong hands instead of being in weak ones will keep the business on a basis of steady and reasonably profitable operation.

"In Mr. Atkinson's article, written ten years ago, to which I have already referred, he said:

"I may not venture to say in this treatise that the supremacy in this branch of industry has passed away from Great Britain, but the increasing scarcity of her fine ores, the increasing depth of her coal mines, the great heat and difficulty in working them, the near exhaustion and consequent high price of coking coal and the change in the conditions of the workmen in Great Britain may sustain such a conclusion.

"The question is not, however, whether the United States will take away any part of the present iron production from Great Britain. The true question is: *Can the iron-producing countries combined readily meet the prospective increase of demand.*

"It may be that if the artificial obstructions or duties which are now placed in the way of the import of ores and pig-iron in this country were removed, then our complete supremacy in the production of pig-iron would be finally and permanently established, not by reduction in price in this country, but by bringing up prices and wages in Great Britain permanently to the standard of our own. If my forecast is well grounded there can be no permanent reduction in price for many years, whatever the temporary fluctuations may be.

"When the disparity due to taxation is removed, and the price of iron is as high in Great Britain as in the United States, the supremacy in the consumption or conversion of iron into steamships, railway cars, heavy machinery, tools and the like may be finally established in the United States. *When established within our limits, then the supremacy in the production of the iron itself must go to the point where the facilities for working the mines and the cost of assembling the materials at the furnace are least, because at that point the highest wages can be paid for skilled workmen, accompanied by the lowest cost of production, which will be due to such favorable conditions.*

"With these statements I very fully agree, but it may be added that the supremacy in this industry has already passed from Great Britain to the United States. While our production is now at the rate of about 14,000,000 tons a year, Great Britain's is less than 10,000,000. The supremacy has been permanently established in this country, and this means in the not very distant future the supremacy in shipbuilding and in all the interests based on coal and iron and steel. Its world-wide effect, its influence upon trade and transportation, upon commerce and finances of the world is beyond our power at present to fully grasp.

"The two great centers for dominating the iron and steel of the world are to be the Lake Superior region, with its Bessemer ores, on one side, and Alabama, with its basic ores, on the other. The growth of the basic-steel industry, now that it has been fairly started in the South, ought to be very rapid. That section, with its abundant stores of ore and coal and limestone in such close proximity

as is found in Alabama, bids fair within the next quarter of a century to dominate the basic-steel industry of the world. Before the war I foresaw the strength of the South's iron-making possibilities, and in 1857 had a report made on the whole Birmingham district. The war came on and made it impossible to develop these interests, and when the war ended the iron and steel business had become so strongly fixed in the North that the South labored under great disadvantages. Not only have I always shown my faith in the South by my words, but to the extent of my ability outside of my business interests in the North I have been an investor in Southern iron and coal properties. I am now engaged in developing large coal properties in West Virginia. I am largely interested in the Roane Iron Co. of Rockwood, Tenn., and the Shelby Iron Co. of Alabama, both of which are paying dividends to their stockholders, and last fall I became interested in the Alabama Consolidated Coal & Iron Co. Into this organization were combined all the elements of success, even during times of depression—coal, ore, limestone and well-located furnaces. Knowing these properties, I felt that such a combination was on a solid basis to make good profits without regard to good or bad times. And this, I believe, is true of any well-selected, well-managed Alabama iron and coal properties. After the severe test of the long years of depression following 1892, when Alabama's ability to make iron in competition with the world had been fully demonstrated, a new era opened for the South's metallurgical interests. No longer dependent upon the home trade, it has the world for its market. In foreign countries the cost of iron-making is tending to increase by reason of lessening supplies of ore and coal or greater cost in mining, but the South, with its vast supplies of ore and coal, can make iron without great increase in cost for generations to come, except for the changes that may occur from time to time in the cost of labor. The South, therefore, has a great future unless it yields to the fallacies of populism and rejects the preservative influence of a sound currency based upon gold as the standard of value."

WONDERFUL SOUTHERN PROGRESS

Observations of Gen. John Gill Upon Recent Developments.

Gen. John Gill, president of the Mercantile Trust Co. of this city, who has just returned from an extended trip through the South, in an interview with the Manufacturers' Record said:

"Familiar as I have been all my life with the South, and as closely as I have watched its upbuilding, my trip has enabled me to see still more clearly the wonderful progress of the Southern States. In 1890-91, when the spirit of wild speculation was sweeping over the whole world, when England was pouring millions almost without limit into South America, when town-lot speculation was the order of the day not only throughout America, but in Africa and South America (and I have been told even in some cities of China), the South naturally caught the speculative fever. The town-lot boomers of Kansas and other Western States, who had been staking out corn fields and selling them as town lots for a decade or more, turned to the South as a virgin region for their enterprise. A town-lot boom was created which collapsed as a result of the panic following the Baring failure. At that time the South was just beginning to emerge from the pall that had hung over it ever since the disasters of the war, and the people

of that section had themselves hardly dared to believe in the possibility of the development of their own latent wealth; the world at large had but little faith in the South or in the advantages claimed for it by the Manufacturers' Record and other leaders in behalf of that section, though a few men of international reputation, such as Abram S. Hewitt, Sir Lethian Bell, the great ironmaster of England, and others had foretold the future supremacy of Alabama in the world's iron markets. Under these conditions the South's prospects seemed to be very dark, and when the panic of 1893 followed the business world expected to see the infant industries of the South collapse. A number of furnaces built by people without capital or experience in order to boom town lots, of course, got into trouble at once, and some of them never even went into blast. But in general the South met the situation, bravely faced the tremendous odds and set itself to producing iron at the lowest possible cost, ran its cotton mills night and day in order to double the returns out of the capital invested, increased the production of food supplies, and thus got its business affairs into shape more rapidly than any other section. During this period the first shipment of Alabama iron was made to Europe, and out of that experimental lot of 250 tons has grown a trade which now makes a world-wide market for Southern iron.

"The cotton-mill people went straight ahead enlarging their mills and building new ones, and opening a market in Asia for their product, until Southern mills are now annually exporting probably \$15,000,000 of cotton goods.

"Studying the South in the light of these facts, the leaders in America's finance and trade now admit that we have hardly seen the beginning of the South's development. Mr. Hewitt, one of the world's ablest iron-makers, twenty years or more ago predicted that 'Alabama would become the greatest iron-producing region on the globe,' and I learn that he is today more deeply impressed with the iron and steel future of that section than ever before, and is showing his faith by his investments.

"The cotton manufacturers of New England admit that the South's supremacy in this industry is now certain; that producing three-fourths of the world's cotton supply, thus furnishing the raw material for the world's mills, which represent a capital of \$2,000,000,000 or more, the South is as rapidly as possible going to manufacture this cotton at home.

"The South has now finally entered upon the race for world-wide supremacy in iron and steel and cotton goods, and what it has accomplished is an indication of certain success. The result will be an increase in business and in wealth which will make that section more than rival the Middle and the New England States."

Ironatone furnace No. 2 of the Alabama Consolidated Coal & Iron Co. went into blast last Friday. This company now has three furnaces in blast, and is overhauling its Mary Pratt furnace in Birmingham with the intention of blowing that in during the summer. It is enlarging its coal and coke output in order not only to have an abundant supply for its own use, but also for the general trade at home and abroad. The Republic Iron Co. is also building new ovens, and is now constructing a 250-ton furnace, the only new furnace now being built in the Birmingham district. The Sloss-Sheffield Company and the Tennessee Coal & Iron Co. are likewise pushing their development work on new coal mines and coke ovens, so that within the next few months the coal and coke famine, from which, alas! iron in-

terests have suffered, ought to be overcome.

DESTINY AND PROVIDENCE.

A Striking Presentation of a Nation's Destiny.

[United States Investor.]

We have endeavored in the last few weeks to outline as clearly as possible the issues of the forthcoming political campaign. However much a publication of the scope of the Investor may desire to hold itself aloof from politics, it finds itself from time to time obliged to take a hand in party strife. Party names have no fascination for us. We are concerned entirely over party issues, and these make no demands upon our attention except as they are related to economic problems. As events have fallen out, it has been out part to be rather conspicuously identified with political issues in recent years, not, however, from any desire on our part. With our views regarding the relation of the metals there was, of course, nothing for us to do in 1896 but to labor to the utmost to defeat the election of Mr. Bryan. No one will have any difficulty in recognizing the purely economic character of the issue of that presidential campaign. The issue of the present year, however, has no less bearing upon the economic future of the United States. Were we not convinced of this we should immediately recognize the impropriety of the Investor's continued discussion of the forthcoming presidential election. As we view the situation, the battle to be fought at the polls next November will be big with the fate of the material prosperity of the nation. To many persons it may seem that the election of Mr. Bryan in the place of Mr. McKinley would be only temporarily an evil; the results could be easily rectified. This is a great mistake. Ordinarily it might, perhaps, be no difficult matter to retrace our steps, to undo the evil of a certain policy. The nature of the problem is such this time as to preclude such a hope. The policy decided upon by this people next November will be effective generations hence.

The election of next November will fix the destiny of this nation. This is a strong assertion, but not more so than the situation warrants. In the last two years there has been a good deal of talk about the "manifest destiny" of the United States, and this expression has excited very bitter feelings on the part of some people. Thus, for instance, Mr. Justice Brewer of the United States Supreme Court, in discussing the problem of national government, said the other day: "This is no trifling question, and is not answered by any gush about duty and destiny; in fact, all this talk about destiny is wearisome. We make our own destiny. We are not the victims but the master of fate, and to attempt to unload upon the Almighty responsibility for that which we chose to do is not only an insult to Him, but to ordinary human intelligence." There is perhaps enough truth in this assertion to obscure to the ordinary intelligence the defectiveness of Justice Brewer's view. Most of us are not in a position to acquire the soundest philosophy of history, but it might certainly have been expected that the opportunities enjoyed by this learned judge should produce in him at least a tolerably clear insight into the meaning of the past experience of the race. The fact that persons to whom we have a right to look for counsel give utterance to such ill-considered sentiments as the above renders it all the more necessary that those who are not blinded by preconceived views and led astray by half truths should improve every opportunity to arouse the American people to the real meaning of the experi-

ences through which this country is now passing.

Justice Brewer says that all this talk about destiny is "gush." We make our own destiny, according to him. But it is well to ask at the start what we mean by this expression. This question cannot be answered without our falling back, to a certain degree, on the old theological distinction of free will and predestination. According to the believers in "manifest destiny," there's a divinity that shapes our ends, rough hew them as we will. In other words, we find a learned justice of the United States Supreme Court in direct conflict with him who, by general repute, has most deeply fathomed the human soul. Is it true that we make our own destiny? Is free will supreme? Are we superior to our environment, and able to view it as a negligible factor in the accomplishment of our destiny? In one way we are—possibly. The issues of life are not entirely confined to mundane affairs. Man is more than a creature of time. He has a nature which can fulfill itself only in some other sphere of existence than the present. It is a consoling reflection that these larger issues of life—the issues which relate themselves to experiences transcending this mortal career—are very largely placed under our own control. An earnest search after truth, and a firm compliance with its dictates when found, may assure one of a place among those of whom this world is not worthy. That, of course, is the condition of all others to be most highly prized. In matters transcending mundane experience, one may be absolutely master of his fate, though this doctrine has been and still is denied by a very large portion of the human race.

But in material affairs this theory most certainly will not work. In the matter of national existence, as in matters pertaining to the material interests of the individual members of the race, we most assuredly do not make our fate, except, of course, in a negative way. A man commits a series of blunders and accomplishes an adverse fate for himself; he effects his own destiny, but his destiny is contrary to his real design. That, however, is apparently not Justice Brewer's meaning. His contention is simply absurd, as anyone may see for himself who stops to reflect. Nations and individuals have pursued policies which, when instituted, bore every evidence of being dictated by the highest intelligence and the soundest ethics, and have, nevertheless, suffered great material harm. And on the contrary, nations and individuals have wrought what on the face was iniquity, and have derived great and long-continued material prosperity. It is needless to enforce these points with citations. No one's experience is so limited as not to afford him innumerable illustrations.

The mistake made by those who scout at "manifest destiny" and designate it "gush" is in their implied rejection of the idea of Providential interference in the affairs of mankind. Justice Brewer's statement that we make our own destiny is merely another instance of that sublimation of the human intellect which is so striking a characteristic of these latter times. It is human pride carried to its logical conclusion. No one conversant with the course of history and acquainted with the mind of man could have given utterance to such a puerile declaration. The limitations of the human intellect preclude the idea that we are, or possibly could be, masters of our destiny, and the whole trend of events illustrates the soundness of our contention. Providence plays the leading part in the affairs of this world. To Providence may be traced the rise and fall of nations. Man proposes, but God disposes. He maketh

the wrath of man to praise him, and from the best and noblest intentions of mundane creatures He allows the most distressing consequences to proceed. What is progress but a series of reactions from the errors or the wickedness of mankind? We outline a noble policy, and are defeated at every point when we try to put it in operation. We naturally expect that our failure will result in disastrous consequences to the nation or the race, and are surprised to find that the outcome is most beneficent. Even when the human mind is most honest it is as a child groping its way in a dark, tempestuous night. Let us recognize that fact, and stop prating about our being masters of our destiny.

Destiny masters the world, rather than the reverse. "I doubt not through the ages one increasing purpose runs." What that purpose is it is not in the power of Justice Brewer nor any other human being to know. Until we can fathom that purpose sufficiently to be quite sure that we know just what policies to institute in order to further it, it is not only presumptuous, but even blasphemous to assert that we make our own destiny. The Almighty has endowed us with the noble faculty of free will, but in so doing He has not left the solution of the great problem of human existence to mundane intelligence. Free will and Providence are two very distinct and real factors. The one works subjectively on the possessor, the other objectively on his environment. The conscientious exercise of the free will must ever react most beneficially upon the possessor, strengthening him in those qualities which make for character. But a man may be a model of conscientiousness and yet be an ignoramus. It is the task of Providence to protect man against himself, against the outcome of his well-meaning but mistaken plans. And what is true of the individual is true of the nation.

Let no one consider that we are engaged in a mere academic discussion. We aim at the most practical results in our treatment of the subject before us. The importance of keeping the real issue of the next presidential election clearly in mind cannot be exaggerated. That issue is, Shall we realize our manifest destiny? In order to answer this, it is necessary to convince ourselves that we are in the grasp of destiny. Let the American people perceive that they are not exempt from the influence of an "increasing purpose" that is running through the ages, and they must stand astounded at the magnitude of the problems which the events of the last few years have thrust upon them. Happy is that nation which, while confessing its limitations in the matter of correctly adjusting its policy in accordance with its highest needs and its manifest destiny, is nevertheless not blind to the obvious signs of the times. The issues of life are hidden from the wisest of us, but no one but a fool willfully shuts his eyes to any chance events which may possibly indicate the general drift.

And yet we are asked to consider the events of the last two years as if they had not been. Changes of a most astounding nature have been forced upon the policy of this republic, and we are asked to regard them as mere trifles to be brushed lightly aside. Events have occurred of a sort entirely at variance with our preconceived notions of the destiny of this nation, and because they had never previously entered into our calculation we are urged to view them as unnecessary departures from what we should hold to be our rule of action. That is to say, the exigent character of the present situation is disregarded. Certain people tell us that we should do as we have always

done, and under no circumstances do otherwise. They resemble the devout Musselman, who will do as his fathers did; and perhaps if they can succeed in making this nation adhere to their policy, we shall in time find ourselves reduced to something like the Ottoman civilization. To be quite serious, what may not happen to this republic if, like the ostrich, we bury our head in the sand and refuse to look the great problems now confronting us square in the face? We may choose to elect Mr. Bryan to the presidency and to ignore these problems, but they will not be ignored. Mr. McKinley has in the last three years made many mistakes, but he has merited the gratitude of all his countrymen by the readiness and seriousness with which he has grappled the momentous questions which, through no fault of his own, have been thrust upon his administration. And though many of the details of his policy may have to be modified, he has, in our opinion, grasped the situation with a comprehensiveness that is truly astonishing. Amid the din of warring factions it is not to be expected that the wonderful character of the work which he has performed, in adjusting our political policy to strange and unexpected conditions, should be clearly perceived, but we are convinced that the verdict of posterity will be one of astonishment that the transformation of a mighty nation should have been effected with such marvelous ease and such a lack of disturbing features—in short, with so few missteps.

CHICAGO AND THE SOUTH

Linked by Industrial and Trade Interests.

[Special Cor. Manufacturers' Record.]
Chicago, Ill., June 4.

It is pleasing to note that the state of Southern industrial development and trade of the past year has established closer business relations between that section and the West—a large consumer of the South's products and a great feeder of Southern distributing centers. Iron men everywhere have been forced to recognize Southern iron as a strong governing influence in the Northern market, and now, with steel as a towering factor, the South, in addition to her cotton mills, has at last established a precedent as a successful manufacturing district. This having been the foregone conclusion of the writer for several years past as to the ultimate outcome of the South's natural position in trade, a number of leading Chicago manufacturers in the machinery and metal trades, when called upon this week for their views, expressed hearty appreciation of the value that the Southern field is to them and of their faith in its great future business possibilities. An illustration of this fact is shown in the example of the Creamery Package Manufacturing Co., which is now going all over the Southern States for business in the ice refrigerating machinery line. It is giving very close attention to Southern trade, which is growing at a rate quite satisfactory to it, as it is one of the best-equipped firms in the country for supplying some of the most practical and economical ice machines now in use, and many of which have already been installed in different parts of that section. The company has published a valuable handbook on the technicalities of ice-making, which will be mailed to any reader of the Manufacturers' Record free on request.

The Weller Manufacturing Co., another representative Chicago company, is engaged in building machinery for use in the rice industry of Southern Texas.

The Robt. Aitchison Perforated Metal Co., the well-known manufacturer of per-

forated metal, is working on an order for perforated screens for the D. A. Tompkins Co., Charlotte, N. C., and other orders from different Southern points.

The Raymond Bros. Impact Pulverizer Co. is equipping two tobacco-machinery plants for parties in Kentucky, and is negotiating with Tennessee parties for installing a paint ore separating plant.

Numerous other firms are working on good contracts for Southern customers.

Local representatives of Southern lumber interests complain severely of the loss of trade incident to the strike among the building trades here. Little business has been done in this line this year, consequently nearly all kinds of business have suffered greatly. A great many union workmen have been forced to go South to secure work. It is now estimated that at least \$10,000,000 worth of building operations inside of Chicago are held in the grip of the strike, which may be broken shortly. Material men in the South should be on the alert and secure a share of the large business that will be current when the flood bursts.

A growing interest is very noticeable among Chicago and Northwestern manufacturers and supply firms in the search for Southern trade. Especially is this true among producers of metal specialties, who up to a few years ago—before the South began so extensively to build factories—paid little attention to industrial matters south of the Ohio river. Freight rates were a serious problem, but the situation is greatly improved, and from an industrial standpoint the future looks bright for Southern trade and financial and commercial development. The principal railroad companies have established bureaus here within the past few years, and now maintain able corps of live workers among investors and homeseekers who wish to go South and escape the rigid Northern winters. No road is advanced in this line of work more than the Southern, which has its land and industrial bureau, passenger and freight departments now thoroughly established under the management of most competent men. All through the Northwest are thousands of prosperous farmers, gardeners and fruit-growers who desire information in regard to Southern lands, climate, markets and disposition of the people. The Southern Railway Co. is doing more to supply this information from its Chicago and Washington offices than any other line, and Southern property-owners of every kind surely cannot fail to reap a vast benefit from this direction provided they show the proper spirit in receiving a class of new people who are thoroughly energetic and aggressive, with the money to push whatever enterprises they deem wise to engage in. I believe the term "Great South" is destined to soon become as popular in the West as was the "Great West" among Southern farmers thirty years ago. H.

QUIET BIRMINGHAM MARKET.

Little Interest Shown by Buyers or Sellers.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., June 4.

If one judged the market from the transactions that occurred the past week he would say that it was a very quiet one, even bordering on dullness. There was very little interest manifested in it by either side. The same conditions previously reported existed last week. No. 2 foundry and 2 soft and No. 3 foundry are in scant supply; in fact, one may say they are "nil," and deliveries of them are being urged by buyers. No large inquiries were on the market, but just the run of small orders to cover pressing necessities. No

particulars of sales were divulged, which is an indication of price-cutting. Those who have none to sell and who are behind on deliveries of what they have sold quote market on basis of \$17 for No. 2 foundry. But information from other sources justifies the statement that it is nearer on the basis of \$16.50 for No. 2 foundry. At the close of the week a better inquiry sprang up, resulting in somewhat increased transactions. Even this made anything but an active market. The week closed with undoubtedly a better feeling, though just why no one can say. The fact that we are nearing the time when large interests must buy to cover requirements may have something to do with it. But these large interests are confronted with the fact that on July 1 the Amalgamated scale of wages will be formulated. If an increase is demanded the works will be closed. While uncertainty on this point exists these large interests will not lay in any large stock of iron.

The export trade has been very fair. One day the past week 2000 tons went out for one shipper and other lots of less magnitude followed. The selling was distributed among those who are in that trade, and there is every indication of the continuance of the trade. A large part of the shipments are going out via New Orleans.

The Tennessee Company has scored another advance by successfully producing the Thomas pig-iron, so popular among the German buyers. It was necessary to do this in order to secure the desired foothold in the German markets, and the company did it as successfully as other efforts it made in the developments of the possibilities of the district in other directions.

This company was the pioneer in the shipment of full cargoes of coal and coke across the ocean. Before its intention was known it sent an expert representative to all the principal European markets, who made a complete and detailed report of requirements of the trade and the conditions necessary to obtain it. These conditions were met, and the export trade was inaugurated and an outlet made for its surplus iron that threatened the back of endurance. It relieved the company of 100,000 tons of surplus iron per year and enabled it to forge to the front as a dominant factor in the iron world. It was the first in the South to make basic pig-iron and thus increase the demand for its product. The company is a pioneer in the erection of a steel mill in the South (the finest in the world) for manufacturing steel to sell in the open market. This company was also the first one in the South to build a Semet-Solvay plant to save the by-product from the furnaces. It has made it the largest in the world. It was the first Southern interest to make ferro-manganese, and though it is of recent occurrence, orders received indicate that it will find a ready market for all its surplus. The history of this company of late years is the development of this district. When one considers that but a few years have elapsed since the inauguration of the broadminded policy that guides it, one can but give credit to the foresight and energy displayed and that wisdom and prescience that saw and grasped the opportunity presented and took advantage of it to move out of the slough of despondency to the heights of success. The result is here. It has given renewed life to affairs here and added an impetus to the various industries here that nothing else could give. The end is not yet, and in due time the unfinished part of its plans will be completed. Then it will be one of the greatest corporations in the world, with a power and an influence second to none. It has now within grasp all

the elementary material necessary to cheapest production, and in this position it is impregnable. The plow works lately located at Ensley have broken ground, and will be in operation before the close of the year.

The affairs of the East & West Railroad, in which the Seaboard Air Line is interested, and through which it expects to get ingress here, are being pushed to final settlement.

The new hotel, of which mention has been made, is a fixed fact. Of the \$125,000 stock subscriptions required, \$105,000 is secured and the balance in sight. The bond issue has been engaged. Another hotel is looming up of more modest pretensions.

If the movement of tonnage be any indication of business conditions, they can only be good in this district. For some reason June is always a slow business month, and one can hear complaints of slow business in various quarters; yet labor has full employment and the demand is unsatisfied. If a mechanic quits his place it is difficult to supply it.

J. M. K.

Eastern Iron Markets.

[Special Cor. Manufacturers' Record.]
Philadelphia, Pa., June 6.

The situation in iron and steel, despite the downward tendency that is still working, is in a better condition than a week ago. Business is light, but we are approaching a time when consumers will be obliged to purchase at least in a hand-to-mouth way. The pig-iron sales made during the past few days have been for immediate delivery at \$17.50 for forge and \$22.25 for No. 1 X foundry. In other kinds there is no action whatever, but large consumers are about ready to make offers. The latest from Southern sources of supply indicate that the receding tendency is near its limit.

Billets are dull, but today it is learned certain large interests are endeavoring to come to terms. The manufacturers are in a position to let stocks accumulate, and some of them prefer to do so. The finished-iron department is not quite so dull. Consumers are getting to the end of their stocks. Some buying was done yesterday and today. New requirements are springing up, but they are from the smaller consumers. Everything is uncertain as yet as to how long the summer suspension will be. A meeting takes place this week in Chicago to arrange the wages scale between the iron and steel workers for the ensuing twelve months. Next week the tin workers' scale will be fixed in New York, and also the steel sheet workers' scale. The demand by the first two classes of workmen is for a 10 per cent. advance, which will probably be conceded.

As to the summer outlook, there will probably be an increased consumption over the spring, but the relatively higher range of prices will keep back considerable demand. The structural iron people say they have heard of extraordinary requirements for bridge material which will not be placed until angles reach 2 cents, or near there.

The higher cost of material and higher wages will prevent much more drop in prices. Steel-rail orders are slow. Export inquiries are for large amounts of material. The locomotive builders are unable to make promises to railroad managers as to deliveries.

The stock markets are still suspicious of the iron trade. The shutting down on Saturday of three mills of the Federal Steel Co. at South Chicago caused a drop in industrial securities. There is scarcely no speculation in the market, and no decided improvement will be possible until prices get to rock bottom and people are

certain of it. There is a rumor that the Carnegie Company has bonded itself for \$150,000,000 with which to buy up steel properties when the collapse comes.

The Iron and Metal Trades.

[Special to Manufacturers' Record.]

New York, N. Y., June 7.

In its weekly review of the situation the Iron Age says:

"Prices continue to drop. Quotations are steadily being adjusted on lower levels, and every week brings out some new developments in this direction. Arbitrary differences on grades or sizes that last year could be maintained easily with a strong demand are now being revised in the direction of greater liberality. Special conditions as to terms or credits that could then be enforced are now found to be a bar to business, and are being modified. Every move in the market is still in favor of the buyer. With Bessemer pig at \$20 and billets at \$28 it is hoped by those identified with large iron-producing interests that buyers who have been holding off may be willing to enter the market.

"Foundry pig-iron is in better demand throughout the country, thus verifying the prophecies of furnace agents, who have steadily insisted that June would see an improvement in this respect. The foundry yards are bare of iron, and foundrymen have been driven into the market by their necessities. They are only buying for short deliveries, and will continue to do so until they see prices hardening.

"The West is being favored with a better state of general trade than other sections of the country. The consumption of all kinds of manufactured products comes nearer to the average expectation of the season there than elsewhere. This is the case with the entire line of merchandise from partly-manufactured articles forming raw materials for manufacturers to small wares handled by hardware merchants.

"The demand in the East has shown some little improvement, but it is not yet sufficient to give manufacturers much encouragement. The occasional placing of a large contract is more a matter of interesting news than of actual assistance to the market. The contract for the steel for the approaches to the East river bridge, taking 18,000 tons, hardly causes a ripple. It will, of course, be a benefit to the works immediately interested in the contract, but its influence is only slightly felt.

"The aggregate volume of business from all sections fails to keep iron and steel manufacturers fully employed, and reports are now coming out of establishments being shut down or run on part time. The influences which thus seem to be tending to greater demoralization are working in a direction which will eventually lead to the establishment of that stability in prices now so seriously needed to restore confidence among buyers. Blast furnaces are being blown out because owners will not run the risk of piling up iron made at high cost. Rolling mills and steel works are being shut down because manufacturers perceive that the only way in which they can get further orders is by making severe cuts in prices, which would eliminate all profits. The restriction of production now being brought about promises to be great enough to adjust the supply to the reduced demand. Buyers all along the line persist in disposing of all stocks on hand before they will replenish them. This reduction in stocks, together with the accompanying restriction in production, must at a reasonably early date bring about a firmer basis of values. Thus what may seem at present to be a serious condition of affairs is evidently the best kind of action to take to secure a betterment of trade.

"The export trade in pig-iron is quite satisfactory, and shipments from the South are larger than for a long time, but even the Southern market does not show the relief which had been expected to come from the development of foreign business."

Iron and Steel in 1899.

The annual statistical report of the American Iron and Steel Association for 1899, forming in many respects the most complete report ever issued by the association, is now ready for distribution. Full details are given of the production of the various forms of iron and steel in the United States in 1899 and immediately preceding years, the shipments of iron ore from the Lake Superior and other mines, the imports of Cuban and other iron ore, the production of coal and coke, the imports and exports of iron and steel, the production and imports of manganese ore, the prices of iron ore and coke and of iron and steel, the tonnage of iron and steel vessels built in 1899, immigration in 1899, etc. The separation of basic pig-iron from other pig-iron and the separation of acid from basic open-hearth steel, which was commenced a few years ago, is continued in the present report. Full statistics are given of Bessemer, open-hearth, crucible and miscellaneous steel castings. Statistics of the production of tinplates from the beginning of the industry in this country and of the imports of tinplates for a long series of years are also given. In addition to giving full statistics of our own iron and steel industries for 1899, the report gives details of the production of iron and steel, iron ore and coal in all foreign countries in 1899.

A \$2,000,000 Open-Hearth Steel Plant.

The National Tube Co. of New York telegraphs the Manufacturers' Record that the Tubular Steel Co., in which the National Tube Co. is interested, will build at Benwood, near Wheeling, W. Va., an extensive open-hearth steel plant and rolling mill, the cost of which is reported at about \$2,000,000. The National Tube Co. will use the entire product in the manufacture of tubular goods. The Wellman-Seaver Engineering Co. of Cleveland, Ohio, which prepared the plans for the steel plant at Ensley, Ala., has prepared the plans for this plant, and will act as engineers for its construction. It is reported that the weekly capacity of the steel plant will be about 5000 tons, and that the finishing mill will handle the entire output. The work of construction upon this great enterprise has been commenced, and will probably take a year for completion. It is located near the 600-ton blast furnace now under construction by the same interests.

New Coal Mine Opening in Alabama.

Mr. W. T. Underwood, president of the Underwood Coal Co. of Birmingham, in a letter to the Manufacturers' Record says: "We are to open coal mines in Etowah county, near Raccoon mountain, about twelve miles northeast from Oneonta, Ala. The Louisville & Nashville Railroad is building to us and expects to complete its track by November next, when we will ship 500 tons daily. We are capitalized at \$50,000, and have 3000 acres carrying three veins of high-grade coal suitable for domestic, steam and coke. We expect to put up 200 coke ovens next year, but not sooner."

West Virginia's Coal Resources.

As an indication of the extent of the coal deposits in West Virginia, it may be stated that a mine is being worked near Montgomery which was opened nearly seventy-five years ago. It is claimed to be the first mine worked in West Virginia and among the first operated in the United States. It is owned by the Cannelton Coal & Coke Co., and is still producing a large tonnage. The quality of the coal is as good as when operations began.

FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

Cotton Goods for China.

In a report on the commerce of China in 1899 Consul-General Goodnow at Shanghai reports a great increase in the importation of American cotton goods, flour and sundries. He sends the following table relating to the imports of cotton goods:

Articles.	1898.	1899.
Drills:	Pieces.	Pieces.
English.....	146,343	143,827
Dutch.....	10,710	29,490
American.....	1,298,986	1,607,710
Jeans:		
English.....	123,489	74,993
Dutch.....	38,200	30,690
American.....	105,603	126,000
Sheetings:		
English.....	617,292	856,336
Indian.....	16,520	42,192
American.....	2,472,035	3,960,197

Commenting on the figures, he says: "It will be observed that English sheeting showed an advance from 523,366 pieces to 763,762 pieces, and the increase must be ascribed partly to the higher prices which prevailed in the United States. American sheeting rose again from 2,483,991 pieces to 3,975,903 pieces. Speaking generally, the year commenced with small stocks on hand, and demand was brisk. A short cotton crop throughout the world gradually raised prices, but contracts for delivery in China were made so far in advance that importers were able to lay down their goods at prices which realized handsome profits. Towards the close of the year higher prices tended to check business, and it is possible that importers may have to face some delay in disposing of the importations which arrive at dearer rates. The feature most worthy of note was the continued advance of American and Japanese goods, the latter especially showing very rapid development. The class of white shirtings now imported is greatly superior to what came formerly, the people demanding a better article. It is worth noticing, as evidence of prosperity, that what may be described as cotton goods de luxe, such as chintzes, printed twills, cambrics, etc., and handkerchiefs, were purchased in much larger quantities. Handkerchiefs jumped from 305,314 dozens to 678,356 dozens. Cotton flannel showed a remarkable increase, from 153,885 pieces to 397,469 pieces, and Japanese cotton flannel from 56,835 pieces to 176,676 pieces. English cotton yarn suffered a falling off, while Indian and Japanese increased, the latter having now risen to 779,700 piculs. It is probable that the local mills will gradually get the better of their foreign rivals. The yarn made from Chinese cotton is much whiter than the Indian yarn and obtains better prices, which explains why Japan imports raw cotton from China to mix with Indian."

Consul Smithers at Chungking writes:

"Under the head of cotton goods, American drills show a large increase in the quantity imported. The rise was something in the neighborhood of 700 per cent. While the quantity imported during the period under review cannot be said to be at all large (about 30,000 pieces), the increase over the previous two years has been such as to warrant a still further gain in the years to come. I am of the opinion the Chinese would patronize our piece goods to a larger extent than they do if more favorable terms could be insured in the matter of payments—longer credits, etc."

Referring to the same subject, Consul-General Wildman at Hong-Kong writes:

"If properly placed before the Chinese, American cotton goods will obtain the same foothold in Southern China that they have in Northern. The present importations are not nearly sufficient to meet the requirements. It must be borne in mind that the Chinese never wear wool, not even in the depth of winter; that, generally speaking, the entire population clothe themselves in cotton all the year round. Their bedclothes, umbrellas, and, in a few instances, boat sails are made of cotton, and the consumption is practically unlimited if they are made in accordance with native requirements. The cloths should be a strong, coarse, unbleached cloth, twenty-two inches wide, retailable at about five cents gold a yard, or thirty-six cents gold per piece of nine yards. There is also a virgin market for a cotton cloth which, tanned or otherwise created, would prove rain-proof. All cotton goods would have to be put up in lengths to suit the peculiar requirements of the trade for which they are designed, and such details could best be learned after having made a trial shipment. As I have pointed out before, it is impossible to do business with Chinese by correspondence, and the most that a consul can do is to supply a hint."

To Improve Alabama Waterways.

The various commercial bodies in the Southern States are deeply interested in the proposed Nicaragua canal, and although further action upon it has been postponed until the next session of Congress, the interest in improvements of navigable waterways in the South, caused partly by the canal project, is widespread. The congressional representatives from Alabama are endeavoring to secure an appropriation to deepen Mobile harbor and the ship channel leading to it. One argument advanced is that streams representing several hundred miles of navigable water connects with Mobile bay either directly or by rivers that flow into it.

Several contemplated projects are considered, one being the construction of a canal from Five Mile creek, near Birmingham, to the Warrior river, and for this purpose it is hoped that Congress will appropriate enough to carry out a survey and recommendation made by Maj. W. T. Russell of the United States corps of engineers under an act of Congress, June 4, 1897. The main scheme in the construction of this canal is to establish a waterway from the Warrior river to McAdory, with twenty-one dams and locks, each of 10-foot lift, for a distance of about forty miles, or to within about fifteen miles of Birmingham. A part of the scheme is an extension of this canal from McAdory to Five Mile creek, which will require thirteen locks and dams and a reservoir dam at the terminus.

Other canals have been suggested for connecting the water of the Tennessee river via Big Bear creek with the Tombigbee river, and another at Guntersville to run from that place to connect with the Coosa river at Gadsden.

A meeting is about to be held by a committee of the Mobile Chamber of Commerce and representatives of the commercial interests of Rome, Ga., and Gadsden, Ala., in company with engineers from the War Department, Washington, for the purpose of ascertaining the feasibility of establishing canal locks on the Coosa river, between Gadsden and Wetumpka, where that river joins the Tallapoosa to form the Alabama. It is now hoped to make the river navigable as far as Rome, Ga. The principal expense will be in the construction of the canal. This will give a waterway to Mobile harbor 300 miles long.

Opportunities in Spain.

In a letter to the Manufacturers' Record Frans Janssens says that he desires to represent in Barcelona, where he has been established for twelve years as a manufacturers' agent, American firms, especially those in the hardware trade. He adds: "I believe that this country will offer a very good field for your manufacturers of hardware specialties, but they must give some facilities for opening the connections in order to compete with the continental manufacturers. Of course, the want of banking facilities between your country and ours makes it somewhat difficult to come to an understanding upon this point, as your manufacturers outside the country are accustomed to sell cash with order or against bills of lading. But this is no insuperable difficulty, because what the continental manufacturers do your manufacturers could do also if the things are worked in the right way. There are very good firms here, and the trade in general is as solid and trustworthy as in any other countries; if the representative knows how to select his customers there is as little fear for bad business as anywhere. I have been busy here now for a good time, and never had any bad business. The first thing, however, for opening this market for the American manufacturers will be the commercial treaty, and in the second place, shipping facilities, as the goods now have to go via Marseilles or Liverpool, which makes the freight rather high. This latter point, however, will be solved as soon as the treaty will come in force, because the Compania Transatlantica Espanola has already studied a project of establishing a steamer service between your ports and this port.

"A very important thing would also be the establishment of sample rooms here, in order that our buyers might see the American manufactures; these are much more conducive to business than catalogues, however nicely these are made up.

"I hear these days that American coal is going to be introduced here, because of the high prices of the Newcastle and other classes. Here again the difficulty of the freight comes in, as the coal steamers do not find return freight here, or at least this is very scarce.

"Just now the article that has the best chance is hardware in all its branches, and this is what I am looking for principally."

A Southern Harbor.

Mr. William E. Worth of Wilmington, N. C., in a letter to the Manufacturers' Record, referring to the discussion now going on in regard to Southern harbors, says:

"To my mind the harbor at the mouth of the Cape Fear river is the finest on the Atlantic coast south of Hampton Roads. Inside of the harbor there is an anchorage basin about five miles long and from 1000 to 1500 yards wide, with not less than twenty-five feet of water, and over a large portion of it thirty-five to fifty feet of water that is absolutely landlocked. The entrance to this harbor over the bar from the ocean to the river is by a perfectly straight channel, and on this bar we now have twenty-eight feet of water at high tide, and by dredging 1500 feet of it thirty feet of water can be had in four or five months' time, and maintained at an annual expenditure for dredging not to exceed \$10,000 to \$15,000 per year. This channel is protected from the northeast and the southeast storms by Frying Pan Shoals, which at this point jut out into the ocean some twenty-seven or twenty-eight miles. There is no storm so severe that vessels cannot cross the

bar at the mouth of this river and enter the harbor in perfect safety. * * * There are places in this harbor where a dry-dock could be located, the excavation or dredging for which would not be one-third that which would be required at some other points. In my judgment, the harbor at the mouth of the Cape Fear river, as I have said before, is the best south of Norfolk on the Atlantic coast, and must be seen to be appreciated. The government has spent \$2,000,000 or \$3,000,000 in giving us deep water on the bar, and have been eminently successful in doing so, and thirty-five feet of water can be had and maintained just as easily as thirty if it is desired. One cotton-exporting house loaded a steamer this week at Wilmington that carried 16,600 bales of cotton and went from our city direct to the ocean. The next largest steamer carried 14,531 bales."

Turkey as a Customer.

According to a report from C. M. Jackson, United States consul-general at Constantinople, there is a marked increase in the imports of American manufactures at that port. A recent shipment included footwear, cotton goods, hardware, tinware, machinery of various kinds, furniture and provisions. Since the establishment of the direct steamship line, and the consequent reduction in freights, wire nails and other articles of American manufacture appear to have taken possession of the Levantine markets.

In the opinion of good judges, many other staple articles will be equally popular when once fairly introduced. For the first time in the history of Constantinople some of the leading stores have given orders for a line of American boots and shoes. They are so far superior to those of European manufacture that importers have every confidence in their extensive sale.

Orders for Export Coal.

It is stated that the coal operators in the New River district of West Virginia have secured such a number of orders for export coal that they find difficulty in securing the necessary tonnage to ship it abroad. Including the demand for domestic consumption, the tonnage being mined is one of the largest on record in its history.

Newport News Exports.

The report of export business from Newport News for the month of May shows that the value of cargoes amounted to nearly \$2,500,000, compared with about \$1,500,000 for May, 1899. The duty on imported goods during the same period of 1900 amounted to about \$70,000, while for May, 1899, the amount was less than \$50,000.

Locomotives for France.

According to a dispatch from Philadelphia, the Baldwin Locomotive Works have been successful in securing an order for thirty passenger engines to be delivered to the Paris & Orleans Railroad Co., one of the largest of the French corporations.

Notes.

The value of exports in May from Pensacola was \$910,668.

In May the value of imports at Newport News, Va., was \$330,869, the largest amount ever imported at that port.

During the month of May about 30,000 tons of coal and 3000 tons of coke were exported from Baltimore. About 21,000 tons of coal and 2600 tons of coke were sent to Mexico, while 3400 tons of coal were shipped to Italy and 2750 tons to the Argentine Republic.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Immigration to Texas.

The San Antonio & Aransas Pass Railway Co. has been carrying out extensive plans to induce settlers to locate in the portion of Texas which it reaches. Mr. George F. Lupton, general passenger agent of the company, has very broad ideas of the value of immigration. In a recent interview he expressed the opinion that every railroad company in the State should form a local immigration association to take up this work. Such an organization has been in existence in connection with the Aransas Pass road for the last three years, and it has accomplished remarkable results, according to Mr. Lupton. The latter also believes that exhibits of agricultural and other products of a permanent character should be arranged at different points along the various railway lines, so that prospectors will have an opportunity to see at a glance what can be done in farming and fruit-growing. It is stated that already the country along the San Antonio & Aransas Pass Railroad is being so rapidly settled with truck-growers that the fruit and vegetable business has assumed large proportions, and the prediction is made that in a few years solid trainloads of truck will be shipped from this section of the South. As an instance of the profit arising from the cultivation of vegetables, it is stated that 200 carloads of cabbages alone, sent from along the line of the San Antonio & Aransas Pass during the present year, were sold for \$60,000.

Mr. Stilwell in Boston.

Mr. A. E. Stilwell, president of the Kansas City, Mexico & Orient Railroad Co., has recently been in Boston in the interest of this project. Mr. Stilwell is quoted by the Boston News Bureau as follows:

"The road will be built in a manner similar to the Kansas City, Pittsburg & Gulf by means of four construction companies. One hundred and twenty-five miles of road in Mexico have already been built from Chihuahua, and the general work of construction is now going forward. I anticipate that the road will be completed within two years. We have secured a charter in all the States through which we pass, and have very important concessions from the Mexican government. The entire length of road when completed will be 1480 miles, compared with a distance of 2100 miles on the Atchison from Kansas City to the Pacific."

Large Orders for Rolling Stock.

According to a dispatch from Chicago, the Illinois Central Railroad Co. ordered during the present year ending June 30 about 3700 freight cars and seventy locomotives. A portion of this rolling stock has already been delivered, but a large number of locomotives and cars will be received during the next six months. This is one of the most extensive additions ever made by any railroad company to its equipment during a similar period. According to the report of the Illinois Central on June 30, 1899, the company had in service 763 engines. Including the number contracted for, its next report will show over 800 in use. Its business, as indicated by the increase in its number of freight cars, can be estimated when it is stated that in 1885 the total number of freight cars was 8300, while at present it has over 33,000—a gain of nearly 400 per cent.

Will Benefit Anniston.

The construction of the North Alabama Railroad, between Attalla and Oneonta, which will be a branch of the Louisville & Nashville, will be of much benefit to the city of Anniston. By constructing this line the distance between Anniston and Birmingham will be less than 100 miles, while the distance from Anniston to Oneonta will be fifty-one miles. The new road will be the means of giving Anniston an ample supply of fuel at a low rate, and should be a stimulus to the industries in the city and suburbs. It is understood that as a result of agitating the proposed line Mr. W. D. Underwood, who owns an extensive tract of coal land near Oneonta, has decided to erect a number of coke ovens on his property.

Southern Pacific's Condition.

In a recent interview President C. P. Huntington of the Southern Pacific Railway Co. is quoted as saying that the improvements which have been in progress on this system for some time past are nearly completed, and that the company will probably begin dividend payments in the near future. In the course of the interview Mr. Huntington said:

"The Southern Pacific lines are now in good shape. I believe we are getting close to dividend payments—much nearer than I thought a year ago, or even six months. I have not wanted to commence dividend payments until I could maintain them continuously, and we ought to be able to do that now."

Ratified by the Stockholders.

At a recent meeting of the stockholders of the Southern Railway Co. at Richmond, Va., it was decided to authorize the execution of a fourth supplement to the company's first consolidated mortgage deed, providing for the issue of bonds thereunder, bearing interest at the rate of 4½ per cent. per annum. This action does not involve the issue of any additional bonds beyond those previously authorized to be issued under the company's consolidated mortgage, but merely provides that bonds may be issued thereunder in future at a lower rate of interest than the rate heretofore authorized, 5 per cent.

Extension of the Southern.

It is announced that the Southern Railway Co. has decided to construct the extension between Hardeeville and Allendale, S. C., at once. This extension has been under consideration for several months, and surveys have already been made. It would considerably shorten the present route of the Southern between New York and Florida, especially the portion between Columbia, S. C., and Savannah. The estimated length of the extension is fifty-two miles, and it is announced that a contract has been let to build thirty-two miles to A. R. Wright, who has already begun operations.

Building for Y. M. C. A.

A dispatch from San Antonio, Texas, states that the Southern Pacific Railway Co. has determined to erect a building for the Young Men's Christian Association in that city. Negotiations have been in progress between the Y. M. C. A. at San Antonio and Mr. C. P. Huntington, president of the Southern Pacific, for some time past with this end in view. It is understood that the company may erect other buildings of the same character at several points along its line.

Wagons for Texas Crops.

A train recently arrived at Dallas, Texas, loaded entirely with farm wagons

manufactured in Minnesota sold to farmers in the Southwest. It is understood that they were ordered largely to carry cereals harvested on Texas farms. This is not only an indication of the rapidity with which Texas is being settled and its agricultural resources developed, but is an indication of the demand for vehicles and farm implements in the Southwest which could be filled by a company erecting a plant at some convenient point in this territory.

A Kansas City Southern Rumor.

E. H. Harriman has been elected chairman of the board of directors of the Kansas City Southern Railroad, and Max Pam chosen as a member of the executive committee. It is intimated that Mr. Harriman's connection with the company means that the Kansas City Southern and the Chicago & Alton will be closely connected and possibly form a new route from Chicago to the Gulf of Mexico. Mr. Harriman is president of the Chicago & Alton.

Union Depot at Savannah.

The city council of Savannah, Ga., has confirmed the agreement relative to the proposed union depot in that city. The city has agreed to transfer to the railroad companies a site of twelve acres of land to be used for the station and approaches. It is intended to erect an elaborate structure, which will be utilized by the Southern, the Seaboard Air Line and other corporations entering Savannah.

Death of C. P. Atmore.

The death is announced of Mr. C. P. Atmore, general passenger agent of the Louisville & Nashville Railroad Co. Mr. Atmore had held this office since 1874, and was sixty-six years old. He had been connected with Southern railways nearly all of his business career, and was considered one of the ablest traffic officials in the United States.

Railroad Notes.

The San Antonio Traction Co. has given an order for ten additional cars to be placed upon its line. They are being built by the Laclede Car Co. of St. Louis.

The Wilmington & Little River Transportation Co. of Wilmington, N. C., has purchased the steamboat Compton, and will use it on navigable water in North and South Carolina.

Mr. H. F. Stanley, an official of the Illinois Central at New Orleans, has designed a refrigerator car which, it is claimed, requires a much smaller quantity of ice than the usual car used for transporting fruit and vegetables.

A dispatch from Louisville, Ky., announces the resignation of Mr. J. G. Metcalf, general manager of the Louisville & Nashville system. It is reported that he has been appointed general manager of the Denver & Rio Grande Railway.

It is announced that the Choctaw, Oklahoma & Gulf Railway Co. is negotiating to lease the White & Black River Valley Railroad, extending between Newport and Gregory, Ark., a distance of sixty-two miles. It reaches navigable water on the White river at Gregory and connects with the Choctaw system at Brinkley, Ark.

A dispatch from Atlanta, Ga., is to the effect that the Collins Park & Belt Railway Co. has changed its title to the Atlanta Rapid Transit Co. It is also announced that the company has decided to reduce the fare on its line to three tickets for ten cents. The company has recently completed a number of extensions within the center of the city and in the suburbs.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Another New England Southward Move.

It has been known for several years that Mr. Arthur H. Lowe, one of the leading cotton manufacturers of New England, treasurer and manager of the Parkhill Manufacturing Co. of Fitchburg, Mass., and one time president of the New England Cotton Manufacturers' Association, has been investigating in the South with a view to the construction of a large cotton mill for the manufacture of fine cotton goods. After long investigation and negotiation Mr. Lowe wires the Manufacturers' Record that he has decided to locate the plant at Huntsville, Ala., "and that the first outlay will be for a 10,000-spindle mill to produce fine yarns, to run night and day." The further plans have not yet been completed. It is generally understood that the plan which Mr. Lowe has in view contemplates the building at Huntsville of a series of mills to be operated by one company and to represent eventually an aggregate investment of about \$2,000,000.

The Merrimac Company of Lowell, which is building an immense plant at Huntsville, has pursued the same policy of building its plant in a series of mills, the first one, to have 25,000 spindles, now being under construction, and to be followed by other mills of similar capacity until the total represents 200,000 spindles.

If the report of the investment to be made by Mr. Lowe and his associates of \$2,000,000 be correct, it will probably mean a series of mills that will aggregate when completed 75,000 to 100,000 spindles.

Thus one more great New England mill turns its face southward to join the procession which is marching "the mills to the cotton." With the completion of the Merrimac Mill for 200,000 spindles and the Lowe Mill to represent probably 100,000 spindles added to the mills already located at Huntsville, the mill to be built at Jacksonville, Ala., by New England people and the many other mills now under construction and projection in that State, Alabama promises to give to North and South Carolina an active rivalry for first place in the number of spindles controlled in the Southern States. It is true that North and South Carolina are so far a long distance in the lead, and possibly they may be able to maintain it, but Alabama has entered for a friendly but vigorous race for first place.

Cotton Movement and Outlook.

According to the estimates of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, the amount of cotton brought into sight for nine months ended May 31 was 8,759,661 bales, a decrease under the same period last year of 2,068,109 bales; the exports were 5,531,441 bales, a decrease of 1,253,587 bales; the takings by Northern spinners were 2,171,454 bales, an increase of 29,597 bales; by Southern spinners 1,263,994 bales, an increase of 121,156 bales.

With a view to obtaining the most reliable information possible concerning the cotton acreage of the United States for 1900 Messrs. Latham, Alexander & Co. of New York addressed 4300 letters to

banks, bankers, cotton commission merchants and responsible planters, embracing every cotton-growing county in the South, seeking acreage estimates. Up to June 2 2577 replies were received, upon which the firm bases a table from which the following figures have been derived:

State.	Increase acreage, per cent.	Acreage, 1900.
Alabama	5½	2,911,167
Arkansas	8¼	1,718,201
Florida	17	2,67,705
Georgia	6½	3,435,509
Louisiana	5½	1,246,744
Mississippi	4	3,001,440
North Carolina	10½	1,250,256
South Carolina	5½	2,075,951
Tennessee	10½	814,250
Texas	2	6,451,235
Various	11	633,639
Total		23,805,629

In a circular noting the results of the question the firm says:

"The total estimated increase of cotton acreage in the United States for 1900 is 5.4 per cent., or 1,222,574 acres more than last year, and the average planting of the crop is about fifteen days later than last year.

"In Texas, on account of prolonged, excessive rains, planting was retarded, and the acreage reported but slightly more than last year.

"From all the States our correspondents report the crop late, due to unfavorable weather for planting early in the season and slow growth, the result of cool nights. Altogether the crop conditions this year are not considered as promising as at same date last year."

Business Methods of Southern Mills.

The Manufacturer of Philadelphia, in discussing the cotton-mill situation in the South, says:

"The Southern cotton mills are still paying large dividends, which indicates that this particular branch of manufacturing development has not yet reached its limit by any means. These mills were making enormous profits during the hard times. Many new factories were built and extensions made to old plants when the business in New England was scarcely worth pursuing. The number of spindles and looms in the Carolinas, Georgia and Alabama has gone on increasing, and the mills which could make big profits then are, of course, no worse off now that we are in the midst of an era of national prosperity. * * * Unlike some other kinds of manufacturing property, the owners are not going about boasting of what they make. What comes out leaks out through the chinks. The plants are not for sale. The promoter who wants to organize combinations and trusts finds no field in the Southern cotton-mill district. The mills are for the most part managed purely as business propositions by conservative men. The dividends are often not so large as they might be, for a surplus is being accumulated which is employed not only to provide for deterioration, but to add new plant and increase the manufacturing capacity. The whole development goes forward legitimately. The owners are resisting temptation to kill the goose in order to get all her eggs at once. They are doing business for their children and their children's children, and their operations afford us a fine proof that the American genius for doing business on business principles has not yet disappeared from the land."

Proposes a 15,000-Spindle Mill.

The Glenn-Lowery Manufacturing Co. of Whitmires, S. C., reported last week as incorporated, intends to build a 15,000-spindle plant at a cost of about \$300,000, using steam-power in its operation. William Coleman of Charlotte, N. C., has been elected president of the company.

and has established offices at Whitmires, S. C., to give the project attention. The directors are William Coleman, R. R. Jeter, W. G. Childs, W. A. Clark and R. W. Shend of Columbia, S. C.

Coolesmee Cotton Mills Progressing.

The installation of machinery in the buildings of the Coolesmee Cotton Mills of Coolesmee Falls, N. C., has been commenced. This company's main structure is 104x427 feet, three stories high, the entire second floor being one room for spinning. The mill's equipment will be 25,000 spindles and 800 looms, as has been stated previously. It is expected that manufacturing will be commenced before the year ends. The water-power dam is constructed of granite, 400 feet long and ten feet high, with a base of seventeen feet, and yields a water-power of 1500 horse-power. The company has also completed a number of tenant houses for operatives, and will build more until 300 are erected; also will erect a hotel, warehouses for cotton and cloth and other buildings to create a mill town. Officers of this organization are: President, B. Frank Mebane of Greensboro, N. C.; treasurer, Dr. Geo. A. Mebane of Greensboro, and superintendent, Lynn Buck of Spray, N. C.

A Seamless-Bag Mill.

Julien A. Hall of Morotock, Va., has completed all arrangements for building a cotton manufactory to be capitalized at \$50,000. Seamless bags are to be manufactured, looms to the number of 100 to be installed at the start. Mr. Hall wants to buy all the required machinery, and asks builders of it to send him prices.

Textile Notes.

J. H. Loughbridge & Co. of Nicholasville, Ky., will build a hemp factory.

The Richmond Spinning Co. of Chattanooga, Tenn., will increase capital from \$200,000 to \$250,000, probably for making enlargements to mill.

C. A. Price of Marshall, Texas, contemplates engaging in the manufacture of hosiery, and asks for addresses of makers of the necessary machinery.

It is reported that water-power and land near Parksville, S. C., has been purchased by W. H. Chew of New York, representing parties who intend to utilize the property for manufacturing.

Messrs. H. C. Burnett, Robert L. Beare, Calvin H. Ferrell, Chas. J. Dodson and others of Humboldt, Tenn., have incorporated the Humboldt Cotton Mills, with capital stock of \$100,000.

A company has been organized at Athens, Ala., to build a 2500-spindle cotton mill; L. C. Hightower, president; C. D. Glaze, vice-president, and T. M. Hobbs, general manager; capital will be \$50,000.

It is probable that a cotton-batting factory will be established at Meridian, Miss. A good second-hand equipment for making 2000 pounds of cotton batting daily is wanted by P. O. Box 604 of that city.

It is proposed to build a \$100,000 cotton factory at New Iberia, La., and Messrs. J. A. Lee, J. P. Suberbielle and Leopold Levy are the committee in charge. A 5000-spindle and 100-loom mill is proposed.

The Clearwater Bleachery & Manufacturing Co., previously reported incorporated, has organized with Thomas Barrett, Jr., of Augusta, Ga., president. The directors chosen are Messrs. Charles Estes, Norman Schultz, N. B. Vaughn, F. B. Pope, W. J. Cary, J. F. McGibben and Thomas Barrett, Jr. The company intends investing about \$300,000 to establish a bleachery at Clearwater, S. C.

COTTONSEED OIL.

This department is open to the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

A Cottonseed-Oil Mill.

Heidelberg, Miss., June 2.
Editor Manufacturers' Record:

The Laurel Oil & Fertilizer Co. has been capitalized at \$50,000, and will begin business when \$30,000 has been subscribed. This has been done, and already our committee has been looking into plans and specifications, machinery, etc.

This company will operate an up-to-date ginnery and fertilizer mixer in connection with its oil plant. The oil mill will be built with a 60-ton capacity, but will operate only two presses the first season and the only necessary machinery to furnish these two presses with material. Sufficient power and building capacity will be put in this season sufficiently large to add and operate a complete 60-ton mill later. It is its purpose to install the very latest and best machinery that can be had in the markets of this country in all of these plants. The factories will be built on free land and operated with free fuel. Our fuel will consist of the refuse from a large saw-mill only a very short distance from our boiler-rooms. We calculate to give employment to about forty operatives and common laborers combined. No machinery has been bought at this time, but our committee has been making investigations, and will doubtless place contracts in the next few days. R. P. CLAYTON.

Cottonseed-Oil Notes.

The Midlothian Cotton Oil Co. of Midlothian, Texas, filed an amendment to its charter last week to increase its capital stock from \$50,000 to \$100,000.

The Port Gibson Oil Works at Port Gibson, Miss., after a very prosperous season, closed for the summer last week. These mills were organized and are operated by home capital, and constitute one of the primary industries of that place.

The cottonseed-oil mill at Orangeburg, S. C., has proved a successful enterprise during the past year, and recently the directors declared a dividend of 16 per cent. on the capital stock. In addition, they have retained a handsome reserve for their surplus account.

Among the shipments of cottonseed products from the port of Galveston, Texas, last week were 800 tons of cottonseed meal by steamship Polycarp to Rotterdam and fifty-five tons of cottonseed cake and 500 tons of cottonseed meal to Liverpool by steamship Navigator.

A deed of trust was recorded last week in Norfolk county, Virginia, from the Cotton Oil & Fiber Co. to the Industrial Trust, Title & Security Co. of Philadelphia to secure an issue of \$200,000 of the company's bonds. The Cotton Oil Company's works in Berkeley have just been completed.

The Laurel Cotton Oil & Fertilizer Co. of Laurel, Miss., was organized on the 24th ult., with an authorized capital of \$50,000 and \$30,000 paid up. A charter will be issued at once and the work started on the buildings of the plant by July 1. A committee was appointed to carry out the plans of the company.

The market for cottonseed products in Texas is quiet and values about steady, without change. Cottonseed oil is quoted 30 to 31 cents for prime crude, loose, and 33½ to 34 cents for prime summer yellow; linters, 4½ to 5 cents per pound, all f. o. b. mill, interior points. Prime cottonseed

meal is quoted \$22.50 to \$22.75 f. o. b. Galveston.

The Jefferson County Cottonseed Oil Mill at East Birmingham, Ala., has closed for the season, and will resume operations on September 1. The season has been a successful one, and the outlook for next season is very promising. The company owns and operates a mill at Greenwood, Miss., which is also closed for the summer. Each mill has a capacity of eighty tons of seed daily.

In New Orleans the market for cottonseed products was easier last week for cottonseed oil and about steady for cake and meal. The exports of oil amounted to 302,700 gallons, of which 2700 gallons went to Ireland, 30,000 to Belgium and 270,000 to the Netherlands. Receivers' prices were as follows: Cottonseed, nominal per ton of 2000 pounds delivered here for good, sound seed, including sacks; cottonseed meal jobbing per carload at depot, \$22 per ton of 2000 pounds for export; per long ton of 2240 pounds f. o. b., \$23.25 to \$23.50; oilcake for export, \$23 to \$23.25 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, 28 cents per gallon loose f. o. b. tanks here; in barrels, loose f. o. b. mills, 30 cents; cottonseed hulls delivered per 100 pounds, according to location of mill, 20 cents; linters, according to style and staple—A, 4½ to 5 cents; B, 4 to 4½ cents.

Bauxite in Arkansas.

Mr. George R. Brown, secretary of the Little Rock Board of Trade, is enthusiastic over the prospects in the bauxite field, about two miles from Little Rock, which is being developed as a result of the construction of the Little Rock & Hot Springs Western Railroad. In an interview with the Memphis Commercial-Appeal he said:

"As soon as it was announced that the road was to be built representatives of the Pittsburg Reduction Co., the Chicago Chemical Co. and the Georgia Bauxite Co. dropped into that section of country and in a few weeks had bought up and leased miles and miles of the country. In many cases they bought the farms outright, and when this was not possible they effected mineral leases. Hundreds of thousands of dollars have been spent in this way, and now plants for the crushing and pulverizing of the ore are being erected, and one of them is already in operation at Bauxite.

"The bauxite is used by the Pittsburg Company in making alumina, and from this is made aluminum. Now we are figuring with that company for the erection of an alumina plant near the junction of the Choctaw road and the Fordyce line, where cheap coal can be had. It will be a mammoth plant, and will necessarily be a great saving to the company, as it can then ship the alumina direct to its great power plant at Niagara Falls, where the aluminum is being made. This is a very strong and durable metal, and on account of its light weight is in demand by the governments all over the world for army accoutrements, buckles, boxes, etc. The Chicago Chemical Co. uses the ore for altogether different purposes, such as writing paper, etc., and it is also utilized by other concerns on account of the alum; for instance, one plant finds its customers among the baking-powder manufacturers.

"All this is a new business, and it is a big enterprise for Arkansas. The field is the largest in the United States, but the greatest field heretofore has been in France. That ore, however, is shut out under the tariff, and now this great country must look to Arkansas for its aluminum, and as it looks it will observe Little Rock becoming an industrial center as well as a commercial city."

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., June 6.

The general tone of trade in nearly all branches of the local lumber market continues quiet, as usual at this period of the season. The tone throughout the market for North Carolina pine is somewhat unsettled, and the demand from the usual domestic sources only moderate. Prices on certain grades are easier, but throughout the general list values are, as a rule, unchanged. The foreign inquiry is moderately active, and indications point to considerable trade in North Carolina pine from the United Kingdom and continental ports. The local demand for lumber is limited; boxmakers have been buying more freely, and builders have been taking lumber in larger lots, but from yardmen the demand is light, all being well supplied at the moment. The business in white pine is fair, and prices continue to rule steady, with stocks equal to the demand. In hardwoods there is a good inquiry for poplar, and values are generally firm. Furniture manufacturers and other woodworking concerns have been in the market for ash, walnut, oak and other hardwoods, and prices rule about steady. Stocks of dry lumber at mills in hardwood sections are still light. The foreign export trade in hardwoods continues quiet, with the demand from foreign sources lighter than usual at this season.

Charleston.

[From our own Correspondent.]

Charleston, S. C., June 4.

The general market has shown considerable improvement in the volume of business in nearly every department of the lumber trade of this section. The demand for all grades of lumber continues about the same, and both at this port and Georgetown there is considerable activity among the mills. Shipments from the latter port are keeping up well, and mills are all running on full time. Manufacturers are generally confining themselves to orders for prompt or near delivery, and prices generally hold about steady for the better grades, while common lumber is a shade easier. During the past week shipments were reported as follows: Schooner Mary B. Judge with 388,000 feet of lumber; schooner Pasadena with 450,000 feet; steamship Comanche with 30,642 feet and 2500 crossties, and steamship Iroquois with 2500 crossties, all for New York. The steamship George Clyde took out 31,415 feet of lumber for New York, and steamship Navahoe 17,000 feet of lumber for Boston. The total shipments of lumber from this port since September 1 amount to 41,765,476 feet, of which 39,695,476 were coastwise and 2,070,000 feet foreign, against 36,152,259 feet coastwise and foreign last year. The hardwood industry in this section is showing a better volume of business, and several new companies have been organized recently by Northern capital and are developing some valuable tracts of hardwood timber which will be exported to Europe. The crosstie industry is also showing a more extended scope of development and the demand is steady, with indications of a much larger business than last year. The number of vessels offering for lumber cargoes is somewhat better than usual, while rates, however, are firm for desirable tonnage. The rates for handy-sized vessels are unchanged.

Norfolk.

[From our own Correspondent.]

Norfolk, Va., June 4.

The week under review has been fairly active in all lines of the lumber trade. The volume of business during May was not by any means disappointing, and the demand was of a steady character and quite up to the average for this period of the season. At the close of the month an increase in the number of orders was notable, and inquiries indicate a good business for the current month. Stocks of lumber at all points in Virginia and Eastern Carolina are beginning to show a slight accumulation, but are still very light under the demand existing. The North Carolina Pine Association is confining itself to the curtailment of the output, as per agreement, and a number of mills outside of the association are curtailing their output one-third. There seems to be a better foreign inquiry for North Carolina pine, and some substantial orders have been received recently. The facilities for doing a better foreign export trade from this port are growing better, and berth room more easily secured at satisfactory rates. The movement among planing mills is active, and dressed lumber is very steady as to values, while there is a moderately active demand throughout the list. Of the local trade in wood products the volume of business is fair, and under a good building demand and active development in suburban properties a large amount of lumber and other building material is going into consumption. The offering of tonnage is moderate, and handy-sized vessels are obtainable for lumber cargoes at \$2.25 to \$2.50 to New York and \$2.40 to New Haven, and \$3 to \$3.50 to Boston and eastward; oak ties to New York, 16 to 16½ cents.

Savannah.

[From our own Correspondent.]

Savannah, Ga., June 4.

The month just closed has been one of considerable activity in all departments of the lumber trade in this section. There has been no let-up to the demand from Northern and Eastern markets, and mills are generally fully occupied. One firm here shipped last month 8,500,000 feet, of which about 3,000,000 feet went by Baltimore, New York and Boston steamers, and 5,500,000 feet by sailing vessels. The April shipments amounted to 19,000,000 feet, and for May the estimated shipments are 21,500,000 feet. Exporters are all doing a good business, and the outlook for future trade is very encouraging. It is said that fully 75 per cent. of the lumber shipped here comes over the Georgia & Alabama Railroad. This company is making extensive improvements for the handling of lumber by the construction of "saw-teeth" lumber docks on its terminals, which will greatly facilitate shipments. Among manufacturers there is a very concerted movement in everything connected with the lumber trade, and the last meeting at Tifton was quite enthusiastic. The most important action taken was in agreeing upon a reduction of output one-third for the month of June. No action was taken as to the cut for July, though it is believed that a similar agreement will be reached in regard to the output for that month. The shipments of lumber from this port for the week ending the 2d inst. amounted to 4,110,000 feet. The movement at nearby ports keeps pace with the activity here, and at Brunswick and Darien there is a good volume of business in every avenue of the lumber traffic. The freights on lumber are a shade easier, more vessels suitable for the trade are offering, and charters are more readily placed. Among the charters reported for the week were the

following: Schooner Almeda Willey, 493 tons, Brunswick to New York with lumber at \$5; schooner J. C. Smith, 393 tons, St. Simons to New York with lumber at \$5; schooner J. B. Holden, 387 tons, from Darien to Rockland, owner's account; schooner Horace G. Morse, 415 tons, Savannah to Philadelphia with lumber at \$4.75, and schooner Gladys, 646 tons, St. Simons to New York with ties at 15½ cents.

Jacksonville.

[From our own Correspondent.]

Jacksonville, Fla., June 4.

During the past week the visit of the large company of capitalists and others attending the opening of the Seaboard Air Line to Tampa has been the prominent feature among commercial men. The general trade of this port is each month showing a greater volume of expansion, and the city is every day showing a greater evidence of prosperity. The building trade of Jacksonville is active; new residences, warehouses and other improvements are under construction, and a wonderful degree of enterprise is everywhere in evidence among her commercial men. The primary industry of lumber has grown to magnificent proportions, and thousands of capital invested by the Cummers and others is vastly enlarging her commerce and industry. The month of May has shown a material increase in both imports and exports, and in all commercial and industrial lines the tone has been one of unusual activity. The number of vessels crossing the St. John's bar showed an increase of more than 50 per cent. over those in the corresponding month of 1899, while the total tonnage showed also a great increase. During the month ninety vessels crossed the St. John's bar whose arrival and departure were registered at the custom-house having a total tonnage of 77,545. The total shipments of lumber and other wood products were as follows: Lumber 11,333,798, of which 9,744,859 feet were coastwise and 1,588,798 feet foreign; shingles 3,158,850 and crossties 25,523. The lumber market here is very steady, and prices show no signs of an easier tendency. Mills are all supplied with orders for prompt and near deliveries, and manufacturers are generally satisfied with the outlook. There is a moderate offering of handy-sized vessels for carrying lumber, and rates are generally unchanged. The schooner W. C. Wickham was chartered last week to load dry cypress at Palatka for north of Hatteras at \$5, and schooner Golden Ball from Jacksonville with lumber to New York or the Sound on private terms. The Clyde Line of steamers clear weekly with a full complement of lumber and other wood products for New York.

Lumber Notes.

The shipments of timber and lumber from the port of Darien, Ga., for the month of May aggregated about 13,000,000 feet, valued at \$140,000.

The shipments of lumber from Fernandina, Fla., last week aggregated 2,739,386 feet, of which 2,021,000 feet were domestic and 718,386 feet were foreign.

The receipts of lumber at the port of New Orleans last week amounted to 2,545,984 feet, and for the season 81,127,989 feet, against 72,292,500 feet last season.

The exports of timber and lumber from Pensacola, Fla., for the week ending May 28 amounted to 6,758,447 feet, and for the month of May they aggregated 28,599,186 feet.

The Keo Shingle Co., at Keo, Ark., has had its mill reconstructed, and is now turning out 125,000 shingles daily. The

company ships most of its output to Texas and New Mexico.

The Elk Lumber Co. of Charleston, W. Va., has been incorporated, with an authorized capital of \$25,000. The incorporators are A. B. Lewis, H. L. Kirtley, D. B. Brawley, Fred Simms and J. E. Skaggs, all of Charleston.

S. B. Martin and others of Duncan, Miss., have optioned 13,000 acres of timber land and will build a saw-mill of 40,000 to 60,000 feet capacity to be operated as the White-Martin Lumber Co., with capital stock of \$85,000.

During the past week the traffic over the Lecompte, Long Leaf & Red River Railroad has been unusually brisk. The Collins-Waddell Lumber Co. shipped sixty carloads of hardwood timber from its mill to Lecompte, La., for export. The mills of this company are running night and day to fill orders for high-grade timbers.

The Spanish steamship Santandrin, which sailed from Pensacola on the 27th ult. for Liverpool, was loaded in six days. She carried 1,605,924 feet of sawn timber besides other cargo. The vessel was consigned to W. L. Wittich & Co., and received quicker dispatch than any vessel of her size laden with lumber that ever left Pensacola.

The L. H. Gage Lumber Co. of Providence, R. I., with branch office at Memphis, Tenn.; E. B. Smith of Earl, Ark., and F. E. Stonebraker have incorporated the Crittenden Lumber Co. and secured about 5000 acres of timber land in Cross and Crittenden counties, Arkansas. The company will build saw-mills and otherwise develop the property.

It is stated that the J. M. Card Lumber Co. of Scottsboro, Ala., will remove its offices and yards from Scottsboro to Chattanooga, Tenn. This company has a capital stock of \$35,000, and controls and handles the output of a large number of mills, while it is among the largest exporters of pine and hardwood lumber to Europe and South America.

Saw-mill men from Orange and Beaumont, Texas, and Lake Charles, La., held a conference in New Orleans last week, protesting against the new law prohibiting logs in loose or sack booms in navigable streams. They say if enforced the law will positively destroy vast interests on the Calcasieu, Sabine and Neches rivers. Millions of dollars are involved.

The shipments of lumber from the port of Savannah for the month of May may be estimated at about 21,500,000 feet. The shipments for the month were unusually large, and one firm alone is said to have shipped 8,500,000 feet, 3,000,000 feet of which went by steamers to Baltimore, Philadelphia, New York and Boston, and 5,500,000 feet by sailing vessels.

It is stated that George T. Houston & Co. of Chicago, Ill., completed on the 31st ult. the purchase from the Illinois Central and Yazoo & Mississippi Valley railroad companies of 153,750 acres of hardwood timber lands in the counties of Sharkey and Washington in Mississippi. The tract is said to be the largest virgin forest still standing in the South.

The monthly meeting of the Georgia Saw-Mill Association was held last week at Tifton, Ga. The most important action taken by the meeting was in reducing the output of timber one-third for the month of June. No action was taken as to the cut for July, though it is believed that a similar agreement will be reached in regard to the output for that month.

S. L. Hain, land commissioner and timber agent for the Gulf, Beaumont & Kansas City Railroad, has closed a deal with the Kirbyville Lumber Co. wherein John

H. Kirby has contracted to furnish the said company with 30,000,000 feet of yellow pine stumpage in the vicinity of Kirbyville. The company will immediately erect a mill at that place with a capacity of 40,000 feet a day.

The bark Sivah cleared from Sabine Pass, Texas, on the 26th ult. for Hamburg with 884,679 feet of pitch-pine timber, shipped by the Texas Tram & Lumber Co., and 22,872 feet of sawn timber, shipped by the Sabine Export Co. The value of the cargo was \$14,431. On the 27th ult. there were in port at Sabine Pass four barks and one barkentine, all taking cargoes of lumber for European ports.

In Mobile the movement of lumber continues very active, and the shipments for the week ending the 2d inst. amounted to 3,030,947 feet, nearly one-half being cleared for Cuban ports. The shipments for the season aggregated 119,428,197 feet. Shipments of hewn timber to European ports amounted to 122,989 cubic feet, and of sawn timber 407,263 cubic feet. Values are firm at 16 cents per cubic foot for both hewn and sawn timber.

It is stated that a deal has been practically consummated in which four of the largest lumber companies in New Orleans have formed a combination of interests. The companies mentioned are the Central Manufacturing & Lumber Co., Limited, American Manufacturing Co., Limited, Crescent City Manufacturing Co. and the Berwick Lumber Co. The capital involved, counting machinery plants, buildings and stock in yards, will aggregate about \$500,000.

The State Lumber Co. has been incorporated at Jennings, La., by J. F. T. Nuttall, F. S. Bennett, J. D. Mathews and others of Patterson, La., who have purchased the Richard saw-mill plant east of Jennings. A modern saw-mill will be erected, the work to commence at once. The mill will be equipped with planer, dry-kilns and all modern facilities for first-class work. The daily capacity of the plant will be 25,000 feet of lumber and 25,000 shingles.

At a meeting of local lumbermen in Petersburg, Va., last week the condition of the lumber market was fully discussed. The following resolutions were adopted: Resolved, That it is the sentiment of those present at this meeting that business conditions require and demand a curtailment of the output of pine lumber in this section of Virginia, and that we will willingly co-operate with the North Carolina Pine Association, both as to the decrease of such output of one-third for the next thirty days and as to the curtailment of shipments as far as possible. Resolved, That we recommend that the mills in this section be shut down on Monday and Saturday of each week. Resolved, That another meeting of those here present be held in the city of Petersburg the first Saturday in July, 1900, for the purpose of taking further action as to the lumber situation at that time, and as to the advisability of forming a permanent association for the furtherance of the interests of the lumber trade in this section of Virginia.

Reduced Rates to Philadelphia via Pennsylvania Railroad, Account Republican National Convention.

On account of the Republican National Convention at Philadelphia June 19, the Pennsylvania Railroad Co. will sell excursion tickets to Philadelphia from all stations on its line at rate of one fare for the round trip (minimum rate 50 cents). Tickets will be sold and good going June 15 to 19, inclusive, and returning to June 26, inclusive.

MECHANICAL.

Smoke Nuisance to Be Abolished.

To dwellers in cities of a smoke-laden atmosphere it savors of a fairy story to hear that their objectionable atmosphere is to be transformed into one that is pellucid and balmy.

A new suggestion has been advanced, and a practical method for abolishing the smoke nuisance is propounded. It is said the improved conditions can be secured without the outlay of vast capital, for the promoter defines how the waste products which now go up in smoke shall be the means of saving many millions of dollars. There seems no doubt that the smoke nuisance can be abated, not only without injury to manufacturing interests, but also with actual economy to the great users of power.

No one has been more conservative upon the subject of applying electrical energy and of putting forward propositions for the betterment of human conditions than Mr. George Westinghouse, and yet he is undoubtedly one of the most competent authorities of the age. To all inquiries along this line Mr. Westinghouse has been known to reply that action should be deferred pending further developments in mechanical construction. Be-

Statistics show that the amount of garbage accumulated in any large city is about one-half pound per capita daily. In London garbage amounts to about 1250 tons every day, and in New York about 500 tons a day. Such garbage contains about 20 per cent. of carbon and 80 per cent. water. Experiments have demonstrated that this garbage can be economically and without offensive odor converted into a fuel gas of great value. In the same apparatus and by the same process bituminous coal can be made into a gas suitable for power and heating purposes.

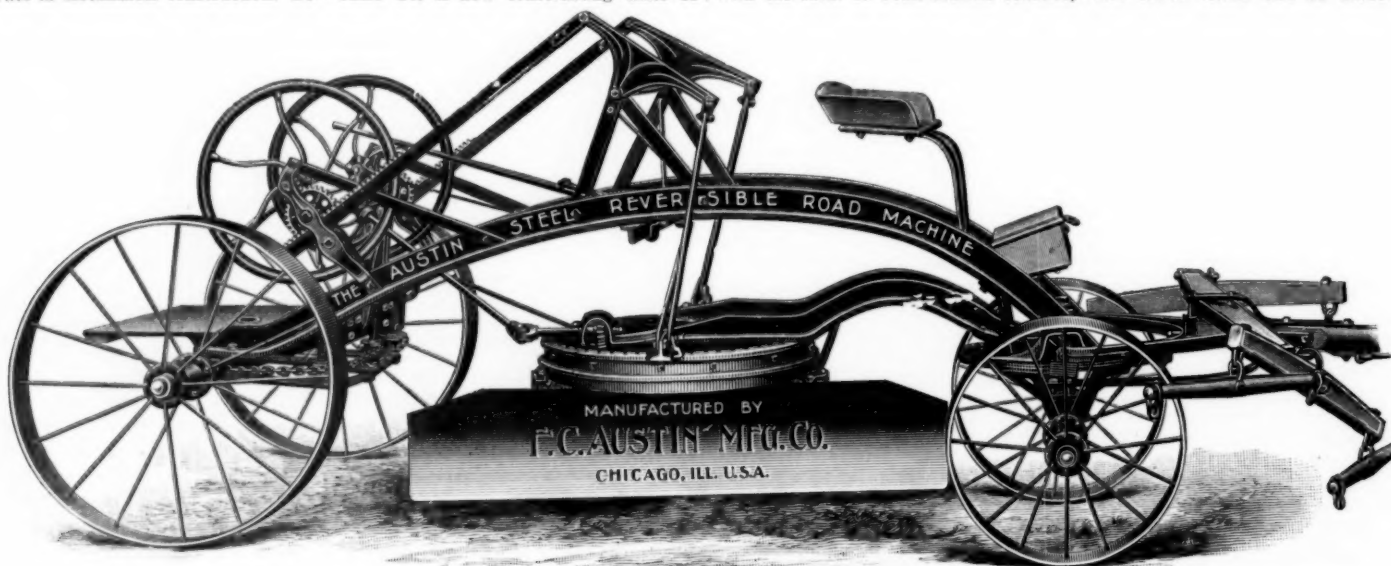
The system propounded provides for the generation of gas at a central point, and for its transportation by pipes to factories and elsewhere for use in gas engines for the production of power. Gas engines of a novel type have recently been constructed which are equally as efficient as the highest developed steam engine. They will perform equally good work and give as close a regulation as steam engines. And they have this great advantage, that the gas consumed as fuel is capable of producing a much greater result in work than can be secured through any process of generating steam. Several gas engines of 650 horse-power have been in operation for some time, and the Westinghouse Machine Co. is now constructing units of

rents, for supplying power to manufacturing and railways. For long lines of railway gas will be generated at a central station and transported by pipe lines to be converted through the medium of gas engines at sub-stations into electrical energy for the propulsion of trains. The loss of gas in transit through pipe lines is far less than the loss of electrical energy on long wires. The economy of this system is graphically explained in the assertion that a gas company using gas-driven dynamos may supply electric light equal to the illuminating power of its entire gas product and yet will have 60 per cent. of its gas remaining for other purposes. Light heat and power will be so much cheaper than they are now that industrial conditions will be greatly changed for the better, and with them will follow social improvements.

Manufacturing plants have somewhat abated the smoke nuisance, but in cities where bituminous coal is used much yet remains to be done. City ordinances are passed, but they have not given the looked-for emancipation from murky skies. The new method is one that should appeal to power-users on the score of direct economy as well as upon the indirect economy resulting from a cleaner atmosphere. Our cities can become smokeless with the ideal of John Ruskin realized,

does its own plowing in any kind of ground; being comparatively free from castings, an accident does not necessitate sending several hundred miles for a repair; wheel levers are powerful and quick in their action, and simple and easy; pole is supported by a broad steel spring, which takes all weight from the horses' necks; suspension steel wheels, the most powerful wheel made, almost indestructible, especially adapted for resisting side pressure and sudden shocks; blade can be set at any angle from a line parallel with the pole to 179 degrees, or can be shifted thirty inches outside of wheels and still retain a plowing angle; drawbar is of the double goose-neck pattern, with swivel nose-iron, giving strength and steadiness and free adjustment of the blade without lost motion or cramping; has long rear axle, which gives steadiness to the grader in working sidehills and making ditches; long rear axle has a combined pivotal and lateral adjustment, said to be the greatest improvement ever put on any road machine, and used only on this machine.

The operator, from the platform, can reverse blade end for end; by means of pivotal rear axle can shift frame of machine five feet on either side desired and blade with it, and by shifting lever can shift blade two feet farther still; raise and lower either end of blade—all of



THE AUSTIN REVERSIBLE ROAD MACHINE.

cause of this conservatism the declaration of Mr. Westinghouse that the time has finally arrived for the abolition of the smoke nuisance, and concurrently the operation of great power plants by electricity, including even the operation of railroads, will have great force. The declaration carries with it the conviction that he has fully established and elaborated a plan, and knows precisely what he is talking about.

The new industrial situation foreshadowed will virtually abolish the generation of steam for power purposes. Instead of using coal under steam boilers, it will be turned directly into gas and coke. The gas alone will be more than sufficient to do twice the work which is now effected by coal used in furnaces for generating steam. To put it more clearly, one pound of coal will serve to generate that unit of power known as one horse-power hour, whereas the most economical engine uses not less than two pounds of coal to secure the same result, and the majority of steam engines require from five to ten pounds of coal per horse-power hour.

Among many questions affecting the health, comfort and convenience of inhabitants of large cities are three of special importance, namely, disposal of garbage, abatement of the smoke nuisance and securing of an adequate water supply,

1500 horse-power. There seems to be no limit to the increase of the size of these motors; in fact, as is the case with steam engines, the larger the machine the more economical is the consumption of fuel.

Engineers have long recognized that gas, if supplied at a reasonable cost, conveyed economically over long distances and utilized in a form of engine which should, in speed regulation and smoothness of working, equal the best steam engine, would be the ideal fuel. The successful piping of natural gas hundreds of miles demonstrates that one of these conditions is solved, and the recent successful development of large gas engines shows that all obstacles to the system propounded by Mr. Westinghouse have now been practically removed. It is confidently believed that the gas engine will gradually supplant the steam engine, for the latter will be too costly to maintain. Eventually the steam boiler will be used only for heating purposes, the steam being generated by gas furnaces, and it is thought that wherever gas is available coal will cease to be used for heating and cooking, and that gas lighting will give way to electric lighting, because the latter will cost less.

Gas companies then will find their profit in supplying gas as fuel. Gas engines will drive electric generators for lighting cur-

and it is asserted by those who are in close touch with the vital industrial movements of the hour that the prospect is not visionary, but is simply the beginning of the realization of previous prophecies.

BURCHAM HARDING.

Austin Reversible Road Machine.

The movement in this country, especially in the South, for the improvement of the public highways has resulted in a greatly-increased demand for the most modern road-making machinery obtainable. In this department of machinery, as in so many others, American manufacturers excel, and the lines of apparatus offered to users is most complete.

Attention is called to the Austin reversible road machine, shown by the annexed illustration. Over 10,000 of these machines are in use, the maker states, and this fact is in itself ample evidence of its merits. This machine is constructed primarily of steel, great strength being secured by special shapes rolled exclusively for the maker. Its leading points of merit include that it is as well adapted to the flint hills of the East as the prairies of the West; is not liable to injury from running into bowlders and roots, or in working the driest and toughest of hardscrabble roads; has a direct draft, pulling the blade instead of pushing it;

which can be done without dismounting and without any assistance from the driver. Blade being drawn from front axle instead of being pushed from rear axle, the machine does not require spuds for rear wheels, and will not slide sideways away from the work. Owing to the great adjustability of the blade and long rear axle, it will cut a ditch six feet wide on top by two and one-half feet deep, and cut off banks most successfully. Blade is of a high-grade plow steel, which will hold the edge and last long and will scour in any soil.

The Austin & Western Company of Chicago markets this machine, and solicits correspondence regarding it or any other class of road machinery.

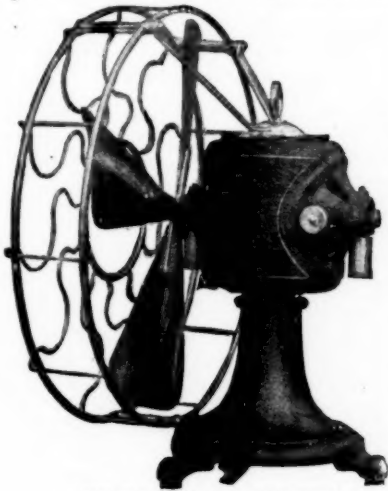
Modern Electric Ventilating Fans.

One of many innovations that electricity has introduced to enhance the comfort of the people is the ventilating fan operated by the electric current. These handy devices have been widely used in the past, and continue to be increasingly used throughout the country, this time of the year being especially seasonable for their installation. Our illustrations represent types of fans made by the Paragon Fan & Motor Co. of New York city. These types embody the meritorious points that bear directly upon such

salient features as durability, power consumption and general appearance.

Durability of this make of fan is lengthened by the use of improved wick-feed oiler; also a reduction of current consumption has been combined with an increase in the size of the wire upon the field coils, thus practically obviating trouble from heating of bearings or windings.

The Paragon fan has been in the first rank as regards current consumption for the displacement of a given amount of air, the latest forms of it having dispensed with all magnetic joints, reduced



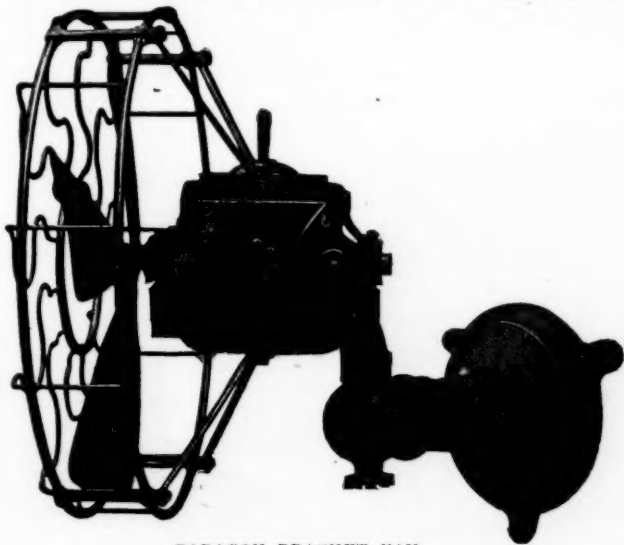
1900 PARAGON FAN MOTOR.

losses due to resistance and rendering the heating negligible.

The armature is built up with the finest grade of electric steel, assembled and riveted upon a brass tube, thus avoiding the use of clamping nuts and their liability to work loose.

The core is thoroughly insulated and wound by expert winders, after which the whole is saturated with insulating varnish and thoroughly baked, each armature passing two inspections for insulation.

Rectangular carbon brushes are used, the advantage over the round or pencil



PARAGON BRACKET FAN.

brushes being that they cannot turn in the holder, but when once fitted to the commutator must always maintain an even contact of the full area of the brush, thus greatly prolonging the life of the commutator. Wick-feed oilers have been liable to buckle and stick in the cup, but this objection has been eradicated by the use of a tube embracing the wick of sufficient length to support it in proper alignment, and thus with self-aligning bearings give ample lubrication and long life.

The controlling resistance used is of a special high resistance wire wound upon an asbestos tube, which permits of the

necessary expansion and contraction due to heating and cooling, and this construction the manufacturer has found superior to the use of porcelain or other rigid material. This resistance is supported upon a suitable porcelain base, no fiber or other material influenced by heat being used. The controlling lever has three running steps, giving one-half, three-quarters and full speed, and is so constructed as to give a perceptible indication to the touch in passing from one step to the other.

Paragon apparatus requires a minimum of repairs; still, as it must at times be overhauled, the construction is such that overhauling can be accomplished with the greatest convenience, for by loosening two screws the front of the motor can be withdrawn, thus making the whole inside accessible, after which both the armature and field coils may be removed without further disturbance of any part.

All of the Paragon fans are wound for 110, 220-230, 250 and 500 volts, direct current. The ceiling fans are made in three grades, a more cheaply finished type being specially intended for installation in factories and mills. Fans are carried in stock at all the company's offices, including its Southern office, No. 103 Y. M. C. A. Building, Charlotte, N. C. Principal offices and works of the General Incandescent Arc Light Co., which manufactures for the Paragon Fan & Motor Co. of same address, are at 576 First avenue, New York city.

Modern Refrigerators.

The importance of wholesome food has caused a large and increasing demand for refrigerators of all kinds. American manufacturers have produced a line of household refrigerators that have come into extensive use throughout the entire world. It is those who desire the most approved forms of refrigerators that will find the accompanying illustrations and text of interest.

A pioneer in the production of equipments for the preservation of meats, produce and other perishable foods has been

the refrigerator without entering the home.

Briefly, it may be said that the McCray refrigerator gives a circulation which is produced by having a space between the walls and the ice on the four sides, as well as top and bottom of the ice chamber, which gives a radiating cold-air surface claimed to be larger than that given by any other refrigerator on the market.

Down through the center runs a non-conducting partition dividing the box into two compartments. This partition reaches to within a few inches of the bottom, and the same at the top, thus forcing the dry, pure cold air from the ice through every part of the storage chambers through the opening under the parti-



SPECIAL TILE-LINED REFRIGERATOR.

tion, when it rises to the top of the refrigerator upon the other side of the partition, is forced over this partition onto the ice, where it condenses and passes off with the drip; thus all the impurities pass out of the refrigerator by way of drain pipe, leaving the cold, dry air pure and sweet, and ready to go again through the same cycle of work.

It is simply the circulation that gives such a dry refrigerator under the McCray system, and an evidence of its dryness is that in the cold-storage house for holding eggs for months the dust can be swept off the floor at any time. The McCray Company uses the same system in its family refrigerators, and in the construction of cold-storage houses and cooling-rooms for meat markets, packing-houses, hotels and public institutions.

whole interior is lined with white porcelain glazed tile, which makes every corner light as day, the convenience of which is evident. This refrigerator holds 250 pounds of ice, is 68 inches long, 28 inches deep, 66 inches high, and weighs 1200 pounds; it is also made wood lined.

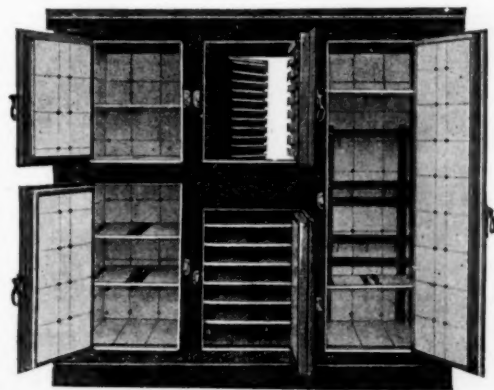
The special tile-lined refrigerator shown by illustration is on the same general plan as the foregoing one, with the difference that it is provided with a coil of block-tin pipe in the ice chamber, which is terminated with a faucet and arranged to be connected with water-works or with a water filter placed above the refrigerator, thus providing a continuous supply of cold drinking water. These few brief remarks show that the McCray refrigerators afford their user hygienic and economic perfection. The McCray Refrigerator Company manufactures a number of regular styles of its product, or is prepared to submit estimates of any special designs required. Its catalogue will be sent upon application.

Vibratory Screen and Separator.

The vibratory screen and separator here illustrated is a device of much significance. It is manufactured by the Western Machinery & Supply Co., 161 La Salle street, Chicago. This machine is one of the many forms and styles of screens made by this company. But the device herewith illustrated bears much importance, inasmuch as it may be called a "machine in itself" to be used for nearly every purpose of screening.

It is capable of operating upon nearly every material where a perfect sizing and separation is desired. Its operation is explained as follows:

The screen part is indicated by "A," and "B" is the floor which carries the screened material onward toward the opposite end of the machine. Although the trough operates on a horizontal plane, the floor "B" acts as a conveyor to convey the material as soon as it falls through the screen. When the coarse material falls upon the screen it immediately assumes a steady crawling movement by reason of the peculiar motion of the trough. By this movement the material is made to scatter itself over the entire



SIX-COMPARTMENT GLAZED-TILE-LINED REFRIGERATOR.

The illustration of the six-compartment, glazed-tile-lined refrigerator is made from one of the latest modern sanitary refrigerators built by this company. It is iced from the back porch, and has also an ice door on the inside, so that ice may be taken out of the chamber without going on the porch. The right-hand compartment is arranged with one large door, also with meat racks on three sides, and has two shelves, making it most convenient. The lower center compartment is arranged with seven shelves that can be used for small plates or bottles. The lower left-hand compartment is arranged for butter and milk, and the upper left-hand compartment for vegetables. The

width of the screen, and with each particle coming in contact with the perforations or mesh of the screen it cannot fail to positively screen all the fine material, leaving nothing but tailings. The tailings travel onward toward the extreme end and fall through an opening which conducts them into a spiral conveyor, "C," which is arranged so that they travel backward toward the crusher to be re-ground.

There are arrangements attached whereby a certain amount of jar is given the screen, so that it will not clog up, thereby keeping the screen clean and thus adding to its efficiency. The shock of the vibratory movement is neutralized in the

the McCray Refrigerator & Cold Storage Manufacturing Co. of Kendallville, Ind. This company has earned a national reputation for its product, for installation in buildings of all kinds, whether large or small, household or business structures. Its modern family refrigerators, built after the system which established the company's reputation, are offered to users in the belief that they are not excelled. The McCray refrigerator is the result of many years of experimenting and improvement, chief among the latter being the feature that enables the iceman to deliver a specific quantity of ice direct into

manner in which the screen is constructed, which possesses all the characteristics of a well-balanced apparatus. It can be seen that the screen trough oscillates on upright supports, which are heavy springs attached to the structure in a substantial manner. These springs offer great support to the trough in its operation, taking the strain off the eccentric which drives the screen.

The company's other forms of the vibratory screens involve the same principle. The application of these screens covers a wide field, and their efficiency

vibratory, shaking, rocker, jig, revolving, stationary and hand screens; also manufactures all machinery contingent upon the installation of screening machinery, such as elevators, conveyors, crushers and power-transmitting machinery.

Large "Bliss" Double-Crank Press.

The accompanying half-tone represents what its manufacturer states is the largest press of its type that has ever been built. The press as shown weighs about 85,000 pounds, and is built in sections—the bed, the two uprights, the crown and

one-half inches deep can be drawn. This feature will at once commend itself to those who have work of very large dimensions which is to be drawn to a moderate depth. Another feature of interest is the clutch mechanism. This is so arranged that it may either be operated automatically by one depression of the lower handle, or be made to start and stop at the will of the operator by a slight change in the working parts and depressing the upper lever. This latter arrangement is used when setting dies, etc., as it enables the operator to have absolute control and

of the table and is always retained square with the saw; it can be moved entirely across the table, and is used on the other side for bevel sawing. Straight grooves are cut in the table each side of the saw for cross-cut fences and miter gauges.



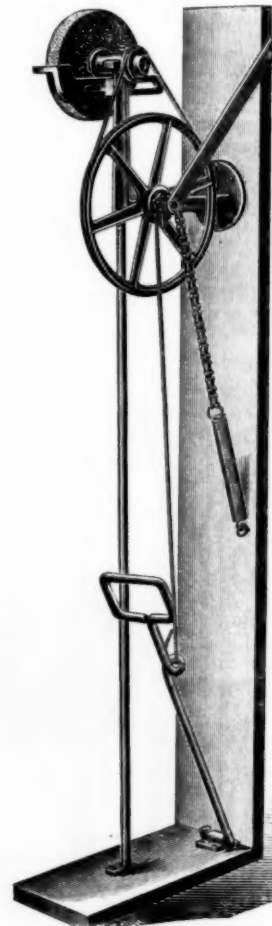
NEW SAWING MACHINE.

The boring attachment is very substantial, and is fitted with a movable table. The machine is built by Messrs. J. A. Fay & Co., of 270 West Front street, Cincinnati, Ohio.

Handy Emery Wheel.

An illustration is presented of a very handy machine for bicycle repair shops, machine shops, blacksmith shops, mills, factories and any work that requires a machine for grinding drills, tools or knives. The maker says that 2000 revolutions, or 3500 feet a minute, can be easily attained.

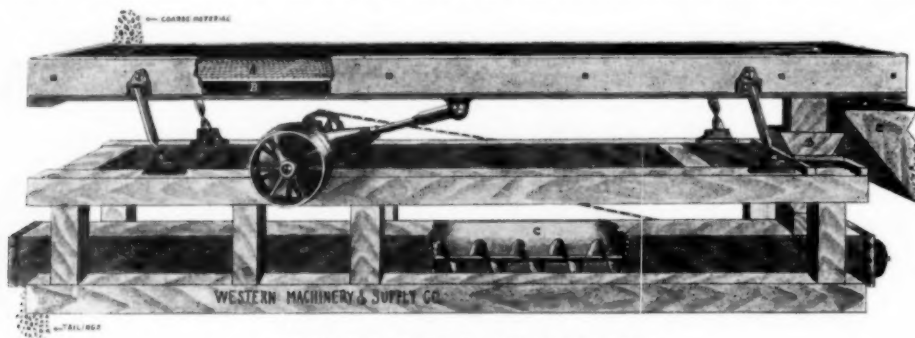
The wheel is 6x1 inches; balance-wheel.



HANDY EMERY WHEEL.

10x½ inches; pulley, 2x½ inches; mandrel, one-half inch. Oilstone or grindstone wheel is supplied with the machine. The height of machine set up is four feet. This machine is Reisch's foot-power emery-wheel knife sharpener and tool grinder, manufactured by the Buffalo Emery Wheel Co., 17 Lock street, Buffalo, N. Y.

Mr. J. W. Allison, president of the Texas Cottonseed Crushers' Association, has issued a circular calling the annual meeting, which will be held at Fort Worth, Texas, on July 10, 11 and 12, 1900.



VIBRATORY SCREEN AND SEPARATOR.

can only be fully realized by those who use them. The horizontal principle seems to serve to a great advantage. Practical designers who have been under the necessity of building factories three or four stories high in order to gain room enough for inclined screens will readily realize the enormous saving in cost of construction by the simple plan outlined.

The vibratory screen may be applied to cottonseed-oil mills, fertilizer works, phosphate works, asphalt works, gravel pits, coal-yards, coal-tipples, mines, crushed stone factories, and, in fact, any place where it is required to size material

the four steel rods which take the main strain of the press being the principal parts of the frame. The weight of the mandrel, exclusive of dies, is 12,000 pounds. The bolster is built in three sections, each of which weighs about 3000 pounds. An idea of the size of the press may be had from the following dimensions: Distance between uprights, 8 feet; area top of bolster plate, 96x54 inches; floor space, 18 feet right and left by 7½ feet front and back; height from floor to top of gear, 13 feet.

Aside from the immense size of this press, it embodies all of the up-to-date

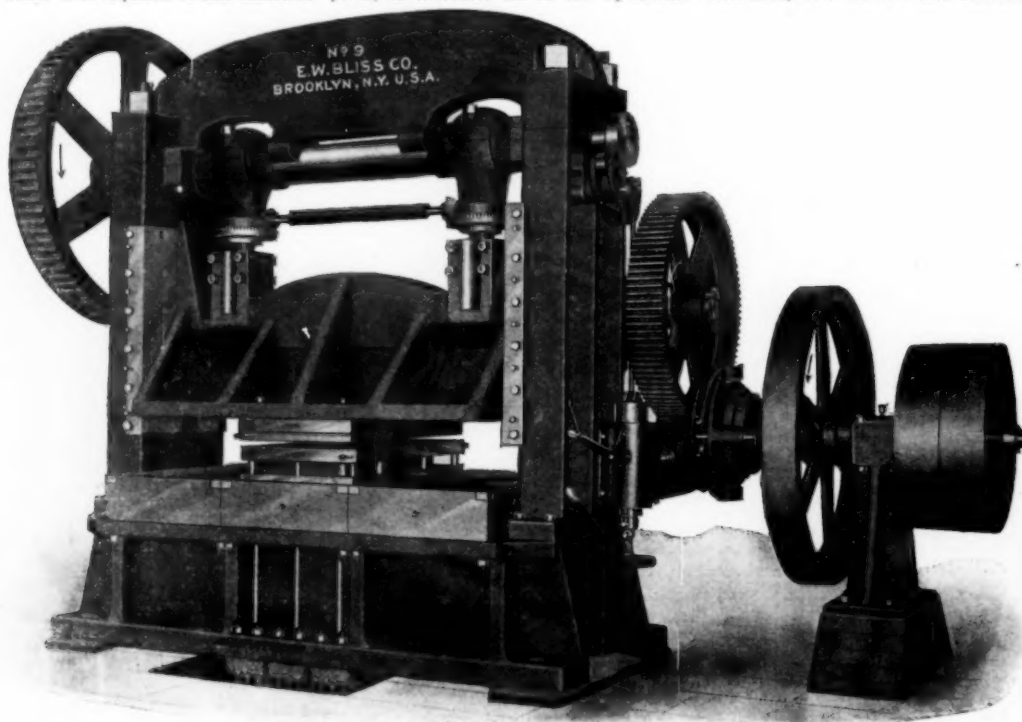
to stop the press at any point of its stroke. With this machine the floor line should be level with the top of the brick pile supporting the outboard bearing.

This press has just been built by the E. W. Bliss Co., 137 Plymouth street, Brooklyn, N. Y.

New Sawing Machine.

We illustrate a new No. 4 combination rip and cross-cut sawing machine.

This machine, which has been designed for all general shop purposes, will be found to have embodied in its construction many new devices and conveniences



LARGE "BLISS" DOUBLE-CRANK PRESS.

in fine and coarse pieces. In this case the screen is constructed with fine screen plates at the point where the material drops into it. Then after a certain distance the perforations are enlarged, and so on to the end of the screen, the different-sized perforations being above the respective bins where the material is stored.

Each screen is made to suit the requirements. The Western Machinery & Supply Co. states that it is prepared to furnish screening machinery for all purposes and to suit all conditions, including

ideas known in the construction of presses of this class, and presents many novel features, some of which we note in the following paragraph:

Of first interest is the work for which the press has been designed, namely, the stamping out and the drawing of steel radiators of several sizes. The press shows the drawing die for the smallest size radiator in place. The kind of work mentioned would naturally call for a double-action drawing press, but by means of the springs shown under the bed of the press, work up to three and

for facilitating the accomplishment of work.

It will rip, miter, cross-cut, groove and bore. The column is heavy, with broad base, insuring rigidity. The table is of ample size, and can be set to varying angles up to 45 degrees for the purpose of bevel and miter sawing. It is vertically adjustable to suit the thickness to be sawed by a hand-wheel connecting with a screw and bevel gears. A section about the saw is removable to allow of grooving, gaining, rabbeting and other heads. The ripping fence is gibbed on the front edge

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Alexander City—Saw-mill.—The Tallapoosa Oil Co. is installing a saw-mill. It was reported recently that F. M. Douglass was building this mill, but he is manager of the company.

Birmingham—Iron Mines, etc.—The Huffman Mining Co. has been incorporated to open iron mines and engage in the iron and coke trade; capital stock \$9000; incorporators, J. S. Gillespy, T. Y. Huffman and C. S. Huffman.

Birmingham—Stockhouse.—The Sloss-Sheffield Steel & Iron Co., J. W. McQueen, secretary and treasurer, has sent out specifications for a steel stockhouse 100x500 feet.

Childersburg—Saw-mill.—Elliott & Bliss Lumber Co. will build in Washington county a saw-mill with capacity of 50,000 feet per day.*

Crudup—Iron-ore Mines.—W. F. Stowers of Attalla, Ala., and C. E. Buck of Richmond, Va., have purchased the Crudup iron-ore property from W. O. Peoples for \$9000. They will improve the plant and increase capacity of mines to 1000 tons daily.

Gadsden—Iron-ore Mines.—See item under Cedartown, Ga.

Huntsville—Carriage Factory.—Thos. W. Smith and James M. Greene have awarded contract to N. D. Brown to erect a frame building 140x75 feet to be equipped as a carriage manufactory at a cost of \$20,000.

Huntsville—Water-power Developments, Manufacturing, etc.—A dispatch states that N. F. Thompson of the Thompson Land & Investment Co. has closed for the sale of 2000 acres of land, with water-power, to Northern capitalists. The property is located near Huntsville, and it is said to be the purchasers' intention to expend probably \$2,000,000 for developments, erection of buildings, equipment of mills, etc.

Huntsville—Cotton Mills.—Arthur H. Lowe, president of Parkhill Manufacturing Co. of Fitchburg, Mass., will build cotton mills near Huntsville. The first of the series of mills, one of 10,000 spindles, will be built and in operation by next winter, and after this is completed work will commence on another, and will continue until the entire plant is completed, to represent a total investment finally of \$2,000,000.

Huntsville—Cotton Compresses.—T. W. Pratt, district manager of the American Cotton Co., Huntsville, Ala., states that the company will establish about fifteen to eighteen round-bale plants in Alabama this season, and may exceed that number.

Jacksonville—Cannery.—H. Lasham will erect a cannery.*

Ononta—Coal Mines, Coke Ovens, etc.—The Underwood Coal Co. is opening mines on its 3000 acres near Ononta, and by November will have branch railroad to its property and will then ship 500 tons daily. Company has three veins of coal suitable for domestic, steam and coke; will build next year 200 coke ovens; capital stock is \$50,000; W. T. Underwood, president, Chalfoux Building, Birmingham, Ala.

Sheffield—Furnace.—The North Alabama Furnace Co. has been organized by the directors of the Sloss-Sheffield Steel & Iron Co., J. W. McQueen, secretary and treasurer, Birmingham, and has purchased the Lady Ensley furnace at Sheffield, which it will repair and operate.

Sterrett—Dry-kiln.—The Sterrett Lumber Co. will rebuild its dry-kiln reported burned. Sylacauga—Cotton-oil Mill.—The proposed cottonseed-oil mill of Smith Bros. is in course of construction.

Talladega—Coke Ovens, etc.—See item under Cedartown, Ga.

Talladega—Electric-light Plant and Water-works.—The city will purchase the present works in operation and will add an electric-light plant, as reported during the week. A. G. Storey, chairman electric-light committee, may be addressed.*

ARKANSAS.

Conway—Iron Works.—The Conway Iron Works has been chartered, with capital stock of \$3000, by J. H. and W. P. Jollie, James N. Martin and James L. Dozier, to establish machinery and boiler repair shops.

Harrison—Lead Mines.—The Denison Lead & Zinc Mining Co. has been incorporated, with capital stock of \$25,000, for the development of 128 acres of lead and zinc lands near Harrison. Contract for erection of building and for machinery has been awarded. E. H. Lingo is president, and A. D. Arbogast, secretary and treasurer. Address president at Denison, Texas.

Hope—Compress, etc.—The Hope Compress & Warehouse Co., with capital stock of \$30,000, by W. H. Brazell (president), J. H. Betts, E. S. Greening, William Senter, W. F. Wilkins and others.

Little Rock—Alumina Plant.—It is rumored that the Pittsburg (Pa.) Reduction Co. will build a mammoth alumina plant in Arkansas on the line of the Little Rock & Hot Springs Western Railroad, near the bauxite mines at Bauxite.

Pickett—Saw-mills.—The L. H. Gage Lumber Co. of Providence, R. I., with branch office at Memphis, Tenn.; E. B. Smith of Earl, Ark., and F. E. Stonebraker have incorporated the Crittenden Lumber Co. and secured about 5000 acres of timber land in Cross and Crittenden counties, Arkansas, and will build saw-mills for development. The mills will be located either at Pickett or Earl, Ark. Address Mr. Stonebraker, care of Gage Lumber Co., at Memphis, Tenn.

FLORIDA.

Carrabelle—Lumber Plant.—Elias Conger of New Brunswick, N. J., is reported as having purchased the plant of the Carrabelle Land & Lumber Co.

Live Oak—Saw-mill.—Chas. McIntosh of Luraville, Fla., is building a mill near Live Oak.

Miami—Printing.—Chartered: The Miami Printing Co., with capital stock of \$5000, by B. B. Tatum, Q. N. Beck and N. L. Stafford, to conduct general printing business.

Pensacola—Car Works.—A dispatch states that the American Car & Foundry Co. of Detroit, Mich., and St. Louis, Mo., will establish at Pensacola extensive works for the manufacture of railroad cars. In reference to this report the Detroit office of the company telegraphs "nothing known here about matter referred to."

Tampa—Shirt Factory.—The Tampa Tailoring & Shirt Manufacturing Co., lately reported organized to manufacture shirts, has incorporated, with capital stock of \$5000, by James H. Tharp, James R. Cooley, S. T. Woodward and others.

GEORGIA.

Arabia—Cannery.—T. J. Royal will establish a cannery.

Carroll County—Gold Mining.—The Southern Klondike Mining Co., W. B. Owen, president, Jacksonville, Fla., previously reported at length, has been erecting its reducing plant, to cost \$50,000, with capacity of 100 tons per day, and to include twenty stamps for pulverizing ores. It has been decided to make the plant double this size.

Cedartown—Coal and Iron Mines, Ovens, etc.—The Georgia & Alabama Coal & Iron Co., Eugene Zimmerman, Cincinnati, Ohio, president, will build new span to bridge over Coosa river, open new coal mine near Coal City and build additional coke ovens at the Talladega (Ala.) furnace. At Gadsden (Ala.) a new slope will be driven, increasing output of iron ore to about 200 tons a day. At Cedartown two four-log and one two-log washers will be built and new mines opened, increasing output of ore to about 1000 tons per day. New rock crusher is also being built at Talladega, Ala.

Chickamauga—Butter-dish Factory.—The Chickamauga Manufacturing Co. (baskets and crates) will install additional machinery for manufacture of wooden butter dishes.

Columbus—Cotton Compress and Ginnery.—The Mutual Cotton Oil Co. is erecting a ginnery to include the American round-baling presses and the standard square-bale presses, as recently reported; building will be of brick, 25x80 feet, connected with iron storage warehouse 50x125 feet; steam-power will be used; A. M. Elledge, president.

Douglasville—Woodworking Factory.—The Douglasville Coffin Co. has been incorporated, with capital stock of \$20,000, and privilege of increasing to \$50,000, to operate the woodworking factory reported recently to be established by Baggett & Daniel. Address J. M. Baggett, president.*

Gainesville—Shoe Factory.—Inman, Smith & Co. will build an addition to factory and install new machinery for increasing capacity from 1000 to 3000 pairs of shoes per day; company also contemplates installing electric-light plant.

Hoboken—Saw-mill.—A. J. Moss is erecting a saw-mill with daily capacity of 35,000 feet.

Kestler—Lumber Mill.—W. J. C. Gaar contemplates erecting a plant for the manufacture of cypress and other hardwoods.

North Decatur—Canning Factory.—Chas. E. Gibbs contemplates establishing a canning factory.*

Savannah—Mattress Factory.—The National Mattress & Renovating Co. has established a factory at 331 Drayton street; James R. Dooner, proprietor.

Valdosta—Harness Factory.—Roberts, Crawford, Dasher & Co. will, it is reported, establish a harness factory.

Valdosta—Electric-power Plant.—The Valdosta Electric Light & Power Co. will expend about \$20,000 in improving and equipping its plant to increase capacity.

KENTUCKY.

Barboursville—Coal Company.—J. T. Faulkner, Harrison Hughes and J. T. Gaddie have incorporated the Eli Jellico Coal Co., with capital stock of \$15,000.

LOUISIANA.

Alexandria—Saw-mill.—The Sand Spur Lumber Co. has rebuilt its mill, reported recently as burned at Sand Spur; capacity 63,000 feet per day.

Bossier—Cotton-oil Mill.—The Hamilton Cotton Oil Co. has been incorporated, with capital stock of \$100,000, for the erection of the cottonseed-oil mill lately reported to be built. J. B. Ardis, S. B. Hicks and Walter Jackson, all of Shreveport, La. (the company's office), are president, vice-president and secretary-treasurer, respectively.

Jennings—Lumber Mills.—J. F. Mettall, G. M. Wing, J. D. Matthews, F. S. Bennett and others, all of Patterson, La., have incorporated the State Lumber Co., Limited, purchased the Ervin Richard saw-mill near Jennings, and will improve same by the erection of a new mill, 30x96 feet, with planer; a new power plant will be installed; daily capacity of mills will be 25,000 feet of lumber and 25,000 shingles.

Lafayette—Blacksmith Shop.—J. A. Martin will establish a blacksmith and wheelwright shop.*

Lake Charles—Irrigation, Rice Mills, etc.—The Paola Canal & Industrial Co. has been

incorporated to construct irrigating canals, operate rice mills, saw-mills, etc. Stephen Madison Scott of Emporia, Kans., is president; Burton D. Hurd of Des Moines, Iowa, vice-president; William Burton Crossan of Paola, Kans., secretary and treasurer; capital stock \$100,000.

Mermentau Station (P. O. Mermenton)—Rice Mill.—V. Maignaud & Sons have formed the Mermentau Rice Milling Co. for the erection of a rice mill.

New Iberia—Cotton Mill.—Company will be organized, with capital of \$100,000, for establishment of 5000-spindle and 100-loom mill. James A. Lee, J. P. Suberbielle and Leopold Levy are interested.

Perry—Syrup Mill.—The People's Sugar Co., Limited, recently reported as incorporated to build a sugar mill, has decided to make its house an exclusive syrup house on a large scale.*

MARYLAND.

Baltimore—Manufacturing.—J. Frederick Weissner has purchased buildings and will equip as a manufacturing plant.

Baltimore—Printing.—Chartered: The Mercantile Printing Co., with capital stock of \$10,000, by Frank P. Clark, David Stewart, Edwin J. Farber and others.

Baltimore—Iron Works.—The Thomas C. Basshor Company has been incorporated for manufacturing boilers, engines, pumps, etc., by C. Hazeltine Basshor, Harvey Middleton, Edward M. Vickery, Charles W. Field and William W. Towson; capital stock \$150,000; company succeeds Thomas C. Basshor & Co.

Baltimore—Dust-guard Company.—The Metal Dust Guard Co. has been incorporated for dealing in dust guards for machinery, by Nicholas P. Bond, Arthur Stewart, Lewis M. Keiser, James S. Patten and others; capital stock \$120,000.

Baltimore—Iron Works.—The Structural Iron & Steel Co. has incorporated, with a capital of \$100,000, which will, it is said, be increased to \$200,000 by the issue of \$100,000 preferred stock; new company has purchased the property, equipment, franchises, etc., of the Structural Iron Co., and will operate the plant. William T. Stillwell is president; Jules W. Leroux, vice-president and general manager; Charles N. Boulden, secretary and treasurer.

Baltimore—Power-house, etc.—The United Railways & Electric Co. awarded contract to John Waters for erection of three-story brick building adjoining its Pratt street power-house, 96x132 feet, to be used as boiler-house and cold-storage bins; the boilers will consist of sixteen batteries of two each, with the capacity of 500 horse-power each; storage bins will have capacity for 5000 tons of coal. Contracts have been awarded for machinery to be installed, including boilers, engines and coal-handling apparatus. There will be three engines, each with nominal capacity of 2500 horse-power and with maximum of 4000 horse-power, and by their addition the capacity of the power plant will be increased to 18,000 horse-power.

Elkton—Improvement Company.—George B. Ash, Ollie C. Giles, Clarence C. Strickland and George S. Woolley have incorporated the Elkton Improvement Co., with capital stock of \$12,000, to conduct a general building and real-estate business.

Washington, D. C.—Publishing.—Chartered: The Solway-Annan Co., to conduct general printing business, by P. St. John and others.

Washington, D. C.—Brick Works.—The Washington Brick Co. has been incorporated, with capital stock of \$200,000, for the manufacture of brick, etc., by T. L. Holbrook, C. J. Bell, W. F. Mattingly and others.

Washington, D. C.—Chartered: The American Parquet Matting Co., to manufacture and deal in floor coverings, by C. Nordlinger, L. Elsemann, J. Aurbach, I. W. Nordlinger, J. Jacobi and others; capital stock \$1,000,000.

Westminster—Water-works.—William B. Thomas, E. O. Grimes, Dr. Charles Billingslea, Frank T. Shaw and others have incorporated the Citizens' Water & Power Co., with capital stock of \$40,000. Property for pumping station and site for reservoir have been secured, and work of construction will be commenced shortly.

MISSISSIPPI.

Columbus—Ice Factory.—Samuel Kays is erecting ice factory of fifteen tons capacity; contract awarded.

Duncan—Saw-mill.—S. B. Martin and others have optioned 13,000 acres of land, and will build saw-mill of 40,000 to 60,000 feet per day to be operated as the White-Martin Land & Lumber Co., with capital stock of \$85,000. Address A. W. Martin, secretary.

Franks Point—Cotton Compress.—A company will be chartered for the establishment of a \$40,000 cotton compress. J. O. Lamkin can probably inform.

Laurel—Land Improvement.—The Jackson Land & Improvement Co. has been incorporated, with capital stock of \$50,000.

Laurel—Oil Mill.—The Laurel Oil & Fertilizer Co., reported last week incorporated, will build oil mill of sixty tons daily capacity, but to operate only two presses during the first season. R. P. Clayton, Heidelberg, Miss., can be addressed.

McHenry—Barrel and Box Factory.—The Midway Lumber Co., reported recently as having purchased 3000 acres of timber land and to install new machinery, will manufacture barrels and boxes.

Mississippi—Timber Lands.—George T. Houston & Co. of Chicago, Ill., have purchased 156,750 acres of hardwood timber lands in Sharkey and Washington counties.

Natchez—Barrel Factory.—A one-stave barrel factory, located at Cedar Rapids, Iowa, will be removed to Natchez. Address secretary Progressive Business League.

Williamsburg—Milling.—The McDonald-Thompson Milling Co. has been incorporated, with capital stock of \$25,000; order for machinery has been placed; office of company is at Collins, Miss.

MISSOURI.

Carthage—Mining.—Chartered: The Miss Julia Mining Co., with capital stock of \$50,000, by John McKendrick, H. L. Bright, W. H. McKendrick and others.

Brunswick—Tobacco Company.—Chartered: The Brunswick Tobacco Co., with capital stock of \$7500, by T. W. Jennings, R. M. Smith and J. M. Barker.

Fulton—Telephone Company.—Chartered: The Fulton Telephone Co., with capital stock of \$20,000, by J. V. Kemper, J. W. Jacks, A. E. Kemper and others.

Huntsville.—Chartered: The Missouri Coal, Coke & By-Product Co., with capital stock of \$500,000, by J. M. Sullivan, E. C. Samuel, A. R. Hammett and others.

Kansas City—Telephone Company.—Chartered: The Interstate Telephone Co., with capital stock of \$500,000, by D. J. Dean, L. C. Boyle, J. R. Crowe and others.

Kansas City—Telephone Company.—The Missouri Interstate Telephone Co. has been chartered, with capital stock of \$500,000, by D. J. Dean, J. R. Crowe (No. 732 Delaware street), Louis C. Boyle (New York Life Building) and others. An ordinance has been introduced in the city council granting franchise to the company.

Kansas City—Laundry.—Chartered: The Swan Laundry Co., with capital stock of \$10,000, by Henry N. Garland and others.

Kansas City—Conduit System.—The Kansas City Electric Light Co. will award contracts at once and expend \$210,000 in placing its wires under ground.

Osceola—Cannery and Cheese Factory.—The Osceola Canning & Cheese Co., reported recently incorporated, has cheese factory with daily capacity of 600 cheeses; will establish canning factory at a cost of \$15,000.

Sedalia—Shoe Factory.—The Loeffler-Guenther Shoe Co. has incorporated and established shoe factory recently reported; capacity 300 pairs per day; F. Loeffler, manager.

Silex—Road Company.—The Silex Gravel Road Co. has been incorporated, with capital stock of \$8000, by J. S. Ellis, W. D. Stephens, J. W. Gentry and others.

St. Louis—Oil and Mining Company.—The Clement Oil, Land & Mining Co. has been incorporated, with capital stock of \$300,000, by George Ries, P. M. Kerst and others.

St. Louis—Jewelry Company.—The Franklin Jewelry Co. has been chartered, with capital stock of \$5000, by W. H. Kenton, Conrad Hulise and Richard Pendergrast.

St. Louis—Stationery Company.—The Skinner & Kennedy Stationery Co. has been chartered, with capital stock of \$50,000, by Albert B. Skinner, W. J. Kennedy and others.

St. Louis—Oil Company.—The Waters-Pierce Oil Co. has been incorporated, with capital stock of \$400,000, by H. C. Pierce, A. W. Finley, John P. Gruet and others.

St. Louis—Manufacturing.—The Cohn-Parker Manufacturing Co. has been incorporated, with capital stock of \$12,000, by S. B. Cohn, J. K. Sheffield and J. C. Carstens.

St. Louis—Woodenware Company.—Chartered: The Udell-Samson Woodenware Co., with capital stock of \$25,000, by M. R. Udell, F. G. Udell and John Samson, Jr.

St. Louis—Mining and Milling.—The Axiom Mining & Milling Co. has been incorporated, with capital stock of \$100,000, by A. L. Stocke, G. L. Smith, J. L. Ennis and others.

St. Louis—Car-roof Company.—Chartered: The St. Louis Car Roof Co., with capital stock of \$10,000, by Oliver Links, J. B. Case, L. R. Blackburn and others.

St. Louis—Sand and Gravel Company.—Chartered: The Colorado Sand & Gravel Co., with capital stock of \$30,000, by W. M. Mitchell, F. M. Kidder and W. M. Mitchell, Jr.

St. Louis—Automobile and Supply Company.—The St. Louis Automobile & Supply Co. has been incorporated, with capital stock of \$10,000, by P. A. O'Neill, F. W. Noelker and others.

St. Louis—Furnace.—The St. Louis Blast Furnace Co. has been incorporated, with capital stock of \$200,000, by E. C. Cushman, J. D. Filley and C. A. McNair.

St. Louis—Hardware.—Chartered: The Charles Loepfe Hardware Co., by Charles Loepfe and others; capital stock \$6000.

St. Louis—Phosphate Company.—The Arkansas Phosphate Co. has been incorporated, with capital stock of \$10,000, by Jacob D. Goldman, F. Mayer, W. Einstein, John C. Yancey and others.

St. Louis—Chartered: The National Bakers' Egg Co., by S. H. Fullerton and others; capital stock \$20,000.

St. Louis—Property.—Chartered: The Todd Property Co., with capital stock of \$40,000, by Albert T. Terry, Robert J. Terry, John Hopkins Terry and others.

St. Louis—Mineral Company.—The Bull Creek Mineral Co. has been incorporated, with capital stock of \$50,000, by John Graham, Thomas A. Russell and John S. Brown.

Webb City—Mining.—Chartered: The Anita Mining Co., with capital stock of \$20,000, by J. A. and J. K. Stewart, J. B. Corrigan and others.

Webb City—Cold-storage Plant.—Herrod Bros. will install a four-ton refrigerating plant.

NORTH CAROLINA.

Columbia—Cotton and Knitting Mills.—D. Dallas Armstrong will probably establish cotton or knitting mill, using water-power.*

Cooleemee Falls—Flour Mill.—The Fisher Flouring Mill will be equipped throughout with new roller process machinery. B. Frank Mebane, Greensboro, N. C., can probably give information.

Cooleemee Falls—Cotton Mill.—The Cooleemee Cotton Mills is rapidly erecting its 25,000-spindle and 800-loom plant, previously mentioned. The machinery is expected to be ready for operation by November.

Elizabeth City—Water-works.—The Elizabeth City Water Co. has been incorporated for construction of a system of water-works by E. F. Aydtlett, P. H. Williams, J. W. Sharber and others; capital stock is \$25,000, with privilege of increasing to \$100,000.

Gastonia—Bottling Works.—The Dime Bottling Works has been organized and awarded contract for machinery for the manufacture of soda water, ginger ale, etc.; capacity 800 dozen bottles per day. J. M. Parker and G. W. Howell are interested.

Goldsboro—Electric-light Plant.—The Goldsboro Illumination & Traction Co. has applied for charter and will build an electric-light plant. Address A. H. Edgerton, secretary.*

Greensboro—Broom Works.—The Greensboro Broom Works will be established, as lately reported; capacity twenty dozen brooms per day; J. Wilson Shaw, manager.

Greensboro—Lumber Mill.—The Excelsior Manufacturing Co. will soon have its mill in operation; building has been secured, dry-house and boiler-house built and machinery is being installed; W. Giles Mebane, manager.

Hickory—Water-power Development.—Mr. Rhodes of Cherryville, N. C., has purchased the East Devil Shoals, near Hickory, but will not develop this year.

Louisburg—Bridge.—An iron bridge 390 feet long will be constructed over Tar river. Address board of county commissioners.*

Ore Hill—Chair Factory.—The Ore Hill Manufacturing Co., reported recently as incorporated, has erected and equipped chair factory; capital is \$4000; O. B. Stroud, president; E. M. Hodgkin, manager, and L. M. Stout, secretary.

Raleigh—Cotton Mill.—The Caraleigh Mills

Co., operating 9152 spindles and 356 looms, is installing additional machinery to make its equipment 400 looms and 10,400 spindles; is also enlarging its electric-light plant, and recently put in new engine.

Washington—Barrel, Crate, etc., Factory.—The Spruks Manufacturing Co., previously reported organized, has its factory for the manufacture of barrels, crates, veneering, etc., established; capacity 1500 barrels per day.

Waynesville—Water-works.—The city will issue \$15,000 to \$20,000 of bonds for construction of the water-works reported during the week; T. L. Green, chairman board of aldermen.

Waynesville—Telephone Company.—The Waynesville Telephone Co. has been incorporated by R. D. Gilmer, J. P. Swift and others, with capital stock of \$10,000.

Weldon—Steamboat Company.—The Weldon & Norfolk Steamboat Co. has been incorporated, with capital stock of \$25,000, by Paul Garrett, J. W. Wilson, S. F. Patterson, T. L. Emery and others.

Wilmington—Milling.—J. T. Harper, G. J. Boney, Chas. T. Harper and H. E. Boney have incorporated the Boney & Harper Milling Co. to conduct a general milling and grain business; capital stock \$30,000, and privilege of increasing to \$60,000.

SOUTH CAROLINA.

Bamberg—Cotton-oil Mill.—The Cotton Oil Co. has been incorporated, with C. W. Garis, president; C. F. Bamberg, vice-president, and W. M. Brabham, secretary and treasurer.

Charleston—Towage Company.—Chartered: The Korter Towage Co., with capital stock of \$6000. John A. Hertz is president, and J. Ross Hanahan, secretary and treasurer.

Clear Water—Bleachery.—The Clear Water Bleachery & Manufacturing Co., reported previously as incorporated with capital of \$200,000, has completed organization with Thomas Barrett, Jr., of Augusta, Ga., president and treasurer; Charles Estes, Norman Schultz, N. B. Vaughn, F. P. Pope and others, also of Augusta, directors. Address the president.

Greenville—Furniture Company.—The Edwards Furniture Co. has been incorporated, with capital stock of \$10,000. W. C. Edwards is president; J. O. Westfield, vice-president, and R. Y. Hellams, secretary and treasurer.

Parksville—Cotton Mills.—It is reported that W. H. Chew of New York, representing a syndicate of Northern capitalists, has purchased the Ring Jaw Shoals, on the Savannah river, near Parksville, and will organize company to develop the water-power and build two large cotton mills.

Whitlres—Cotton Mill.—The Glenn-Lowrey Manufacturing Co., reported last week incorporated, will erect cotton mill of 15,000 spindles to cost \$200,000. William Coleman of Charlotte, N. C., is president and treasurer, but must be addressed at Whitlres.

TENNESSEE.

Chattanooga—Cotton Mill.—The Richmond Spinning Co., operating 10,000 spindles, will increase capital stock to \$250,000 from \$200,000, probably for enlargements.

Columbia—Flour Mill.—The City Grain & Feed Co. will rebuild its mill recently burned.

Dyersburg—Ice Factory, etc.—Chartered: The Dyersburg Ice & Coal Co., to manufacture and deal in ice and coal, by W. O. Brandin, J. N. Parker, G. R. Minnick and others; capital stock \$15,000.

Franklin—Water-works.—The city decided not to issue bonds for construction of water-works, as lately reported.

Kingsport—Saw-mill.—C. L. Clyce of Abingdon, Va., has sold timber lands at Kingsport to parties who will build a saw-mill.

Knoxville—Carriage Factory.—The Enterprise Carriage Works will be enlarged; R. B. Sheridan, president.

Knoxville—Mineral Lands.—Thomas C. Steward of Washington, D. C., and T. W. Patterson of Pittsburg, Pa., are investigating relative to the purchase of mineral lands near Knoxville.

Humboldt—Cotton Mill.—H. C. Burnett, R. L. Blars, C. H. Ferrell, C. J. Dodson and others have incorporated the Humboldt Cotton Mills for manufacturing yarns, etc.; capital stock \$100,000.

Jackson—Real Estate.—Chartered: The Hunter-Mereweather Co., by J. H. Hunter, D. Mereweather and others; capital stock \$15,000.

Memphis—Air-brake Company.—The American Power Brake Co. has been chartered for the manufacture of air brakes, etc., by W.

Goodman, T. M. Galbreath, E. L. Manager, L. Woods and others; capital stock \$75,000.

Memphis—Mercantile.—Chartered: The Shoemaker & James Company, with capital stock of \$15,000, by J. J. Shoemaker and L. L. James.

Memphis—Chartered: The National Writing Master Co., with capital of \$1000, for manufacturing, by Thomas R. Pope, E. R. Turley, W. A. Percy and others.

Nashville—Mercantile.—Chartered: The Co-operative Store Co., by Winfield Pettit and others; capital stock \$20,000.

Nashville—Drug Company.—Chartered: The Hessig-Ellis Drug Co., with capital stock of \$100,000, by F. A. Hessig, J. W. McCauley, E. H. Anderson and others.

Ripley—Oil Mills.—The Ripley Oil Mills has been incorporated, with capital stock of \$25,000, to operate oil mills, by R. A. Williams, W. R. Miller, T. G. Gause and others.

Whitesburg—Flour Mill.—R. I. Kirkpatrick states that the flour mill he is improving will have a daily capacity of seventy-five barrels; the installation of grain elevator is also contemplated.*

TEXAS.

Austin—Cotton Gin.—The Austin Oil Manufacturing Co. has erected new gin in connection with its oil mill, as lately reported.

Beaumont—Oil Wells.—J. A. Paulhamus will sink a test well for oil.

Coriscana—Bridges.—The commissioners' court of Navarro county has accepted the proposition of a Weatherford (Texas) firm to construct five steel bridges in Navarro county.

Coriscana—Oil Lands.—Morgan Jones of Fort Worth will develop oil lands near Coriscana.

Dallas—Telephone System.—H. M. Aubrey, Frank C. Smith and others of San Antonio, Texas, have made application for franchise to construct telephone system in Dallas.

El Paso—Iron Foundry.—J. A. Wiggs, Jr., of Gardiner, N. M., is investigating with a view of establishing a \$50,000 iron foundry and manufacturing plant at El Paso.

Evergreen—Cotton Gin.—McBride & Hoot have purchased equipment for a \$3000 cotton gin.

Fort Worth—Gas-machine Company.—The Lewis Gas Machine Manufacturing Co. has been incorporated, with capital stock of \$20,000, by B. B. Haddock, Geo. W. Armstrong, T. E. Lewis and others.

Houston—Oil Tanks.—The Lone Star Oil Co. is installing three additional storage tanks with capacity of 16,000 gallons each.

Houston—Rice Mill.—The Marks Rice Milling Co., Limited, of Crowley, La., is investigating with a view of establishing a 1200-sack rice mill in Houston; this is mill reported last week.

Lakecreek—Telephone Company.—The Southern Telephone Co. has been incorporated, with capital of \$2000, by P. W. Miller, W. W. Thompson, J. D. Hendricks and others.

Lampasas—Flour Mill.—E. S. Donovan has installed complete roller outfit for handling corn; also a gasoline engine.

Llano—Granite Company.—The Llano Granite Co., with principal office at Fort Worth, has been incorporated by Elmore Armstrong, James T. Pulliam and L. S. Sutton; capital stock \$10,000.

Quanah—Mercantile.—Chartered: The Griffith Bros. Grocery Co., with capital stock of \$5000, by William M. Griffith and others.

Quanah—Water-works.—The city has voted \$10,000 of bonds for construction of water-works, as lately reported; artesian well will be sunk; A. Moseley, mayor.*

Sherman—Sash and Door Factory.—Neely & Bible have rebuilt their burned sash and door factory.

Wills Point—Telephone System.—The Excelsior Telephone Co. has been incorporated, with capital stock of \$6000, to construct and operate telephone lines, by John E. Owens, W. V. Wilson and W. R. Howell.

VIRGINIA.

Abingdon—Coal and Coke Company.—The Virginia Coal & Coke Co. has been incorporated, with capital stock of \$300,000, by R. M. Page, G. E. Penn, D. A. Preston and others.

Afton—Development Company.—The Royal Orchard Development Co. has been incorporated, with capital stock of \$50,000, by W. O. Carlsle of Afton, E. H. Tunnock of La Grange, Ill., and others.

Alexandria—Chartered: The Kuhn Formaldehyde Generator Co., to conduct gen-

eral manufacturing business, with capital stock of \$25,000, by R. P. Kuhn, A. Miller, C. C. Carlin and others.

Alexandria—Printing Company.—The Holmes Printing Co. has been incorporated, with capital stock of \$10,000, by S. Bleber, H. J. Robinson, B. R. Holmes and others.

Alexandria—Air-cushion Company.—The Rorich Air Cushion Trust Co. has been incorporated, with capital stock of \$500,000, by F. V. Brooks, R. V. Browne and others.

Ballston—Land and Building Company.—The Maryland Land & Building Co., to deal in real estate, has been chartered by T. R. Martin of Kensington, Md.; M. L. Littlefield of Lay Mill, Md.; J. F. Clements of Alexandria, Va., and others; capital stock \$25,000.

Blackstone—Chartered: The Pickett Stuart House Co., by R. W. Tuggle, J. D. Crawley, S. G. Williams and others; capital stock \$10,000.

Clifton Forge—Bridges.—The town contemplates the construction of two iron bridges about 500 feet in length; John Donovan, committee.*

Morotock—Cotton Mill.—Julien A. Hall has made arrangements for the erection of a mill for the manufacture of seamless bags for grain, salt, etc.; capital stock \$50,000; 100 looms will be installed.*

Newport News—Mining.—The South Mountain Mining Co. has been incorporated, with capital stock of \$250,000, by R. P. Orr, J. A. Willett, J. B. Albert and others.

Newport News—Ice Factory.—An ice factory, with daily capacity of fifteen tons, will be established at Klondike, near Newport News. Names of interested parties will be announced later.

Newport News—Pottery.—An East Liverpool (Ohio) pottery company is investigating with a view to establishing a \$100,000 pottery and decorating plant in Newport News. Address President Willett of the Business Men's Association.

Norfolk—Hardware Company.—The Paul R. Howard Hardware Co. has been incorporated, with capital stock of \$50,000, by P. R. Howard and others.

Norfolk—Filter Factory.—The Columbia Filter Co. has been chartered for the manufacture of water filters, etc., with capital stock of \$150,000, by C. S. Dolley, F. H. Starling, G. C. Callahan and others.

Norfolk—Woodworking Machinery Works.—The Norfolk Woodworking Co. has been incorporated for the manufacture of wood-working machinery, etc., by L. B. White and I. B. White.

Norfolk—R. B. Fentress, who was granted franchise to lay pipes for supplying cold air to merchants, has commenced work on the plant.

Norfolk—Motor Cycle Company.—The Motor Cycle Co. has been incorporated, with capital stock of \$15,000, by A. L. White of Brooklyn, F. Stewart of Montclair, N. J., and others.

Norfolk—Power Plant.—The Gas & Electric Co. has been incorporated for the manufacture and distribution of gas and electricity for illumination, heating and power. The capital stock is from \$25,000 to \$100,000. A. H. Rutherford of Baltimore, Md., is president; F. R. Pemberton of New York, vice-president; C. B. Nolting of Richmond, Va., secretary; and C. B. Holloway of Richmond, treasurer.

Portsmouth—Electroplating Works.—The Demorest & Libbitt Electroplating Co. has been organized and established works for electroplating in gold, silver, nickel, brass, etc.

Radford—Contracting and Mining.—Chartered: The Virginia Contracting & Mining Co., with capital stock of \$500, by W. H. Virgie, G. W. Miles, J. B. Faulkner and others.

Richmond—Mercantile.—Chartered: Walter D. Arwood Co. to conduct grocery business, by R. H. Hardesty and others; capital stock \$500.

Richmond—Bakery.—The Independent Biscuit Co. has been incorporated, with authorized capital from \$15,000 to \$50,000, to succeed the Richmond Biscuit Co. George T. King is president; W. C. De Armond, vice-president; J. Frank Bell, secretary and treasurer.

Roanoke—Can Factory.—C. M. Nalls of Amsterdam, Va., will not establish a cannery at Roanoke, as recently reported, but is removing his can factory to Roanoke.

Silcott Springs—Flour Mill.—C. N. Taylor & Son have remodeled and installed roller process machinery in their flour mill.

Urbana—Pickling Company.—Chartered: The Standard Pickling Co., with capital stock of \$20,000, by B. Wagner, J. D. Grissett, C. H. Hotchkiss and others.

WEST VIRGINIA.

Austen—Coal and Coke.—The Austen Coal & Coke Co., already established, has been incorporated, with authorized capital of \$500,000, by David W. Sloan, D. Lindley Sloan and Wm. D. Paisley of Cumberland, Md.; James A. Brown and P. J. Crogan of Kingwood, W. Va.

Benwood—Steel Plant and Rolling Mill.—The Tube Steel Co. will build, at a cost of nearly \$2,000,000, an open-hearth steel plant and blooming mill after plans prepared by the Wellman-Seaver Engineering Co. of Cleveland, Ohio, which company will act as engineer for the construction of the extensive plant. The National Tube Co. is interested, and expects to consume the new plant's product in the manufacture of tubular goods. Capacity per week of the steel plant will be 5000 tons. Edmund C. Converse, president National Tube Co., 45 Wall street, New York, can give other particulars.

Blue Creek—Lumber Company.—Chartered: The Elk Lumber Co., with capital stock of \$500, by A. B. Lewis, H. L. Kettley, D. B. Brawley, Fred. Simms and others, all of Charleston.

Charleston—Light Company.—Chartered: The New Century Light Co., with capital stock of \$1,000,000, to manufacture incandescent gas burners, etc., by G. O. Chilton, J. H. High, J. F. Noyes, F. L. McGee and others.

Charleston—Coal Mines.—The Marmet-Smith Company has secured 7000 acres of coal lands adjoining its property on Lens creek, and will open mines at once.

Charleston—Light Company.—The New Century Light Co. has been incorporated, with authorized capital of \$1,000,000, by G. O. Chilton, John M. High, Charles G. High and others.

Charleston—Foundry and Machine Shops.—The South Side Foundry and Machine Works (recently reported incorporated) was formerly a partnership of O. A. & W. T. Thayer; company has incorporated for the purpose of extending and enlarging the plant and increasing the business.

Clarksburg—Coal Company.—The Dixie Coal Co. has been chartered, with capital stock of \$500, by E. J. Secrest, W. P. Devore, W. T. Young, W. H. Johnson, all of Cambridge, Ohio, and others.

Douglass (P. O. Albert)—Saw-mill.—Thomas Berger & Sons' Company will rebuild their burned saw-mill.

Fairmont—Machinery Works.—The Wagner Palmross Manufacturing Co. has been incorporated for the manufacture of cars and mining machinery, and will absorb the plant of the Fairmont Machine Co. and will also build a new plant. C. L. Smith, G. Deboit, J. M. Hartley, J. E. Watson, A. B. Fleming and others are the incorporators; capital stock \$50,000.

Gorman—Saw-mill.—D. J. Boseley will rebuild his saw-mill, recently burned.*

Grafton—Coal Company.—Chartered: The McGraw Coal Co., with capital of \$1000, by John T. McGraw, Charles R. Dublin, John B. McCoy and others.

Kearneysville—Lime Plant.—The Standard Lime & Stone Co. will rebuild at once its \$20,000 plant, reported burned.

Martinsburg—Limestone Company.—Chartered: The Bessemer Limestone Co., with capital of \$500, by John T. Nannenbousch, L. W. Robinson, Frank Delane and others.

Millville—Stone Quarries.—Daniel Baker & Co. of Buckeystown have leased the stone quarries of David Hoke at Millville.

Millville—Dolomite Quarry.—The Standard Lime & Stone Co. (office in Equitable Building, Baltimore, Md.) is opening up a dolomite quarry.

Welch—Coal and Coke Company.—Chartered: The Hemphill Coal & Coke Co., with authorized capital of \$100,000, by D. J. F. Strother of Welch; H. L. Daw of Roanoke, Va., and others.

Wellsburg—Oil and Gas Company.—The McIntyre Creek Oil & Gas Co. has been chartered, with capital stock of \$18,000, by Henry Becker, Cliff Hanna, H. L. Bozman, Edward Dempsey and others of Mingo Junction, Ohio.

West Virginia—Transit Company.—Chartered: The Rapid Transit Packet Co., with capital stock of \$600,000, by Jacob Wilhelm, A. B. Booth, Henry B. Asbury and others.

BURNED.

Baltimore, Md.—Mt. Holly Inn, near Walbrook, in course of construction; loss \$85,000. Address Daniel W. Dwyer, St. James Hotel.

Coupland, Texas.—W. T. Brown's cotton gin.

Danville, Va.—Tobacco factory (not main factory) of Chalmers, Patterson & Co.

Jonesville, S. C.—J. F. Alman & Bro.'s lumber kiln.

Kearneysville, W. Va.—Standard Lime & Stone Co.'s quarry machinery; loss \$30,000.

Petersburg, Va.—Romaine Fireworks Co.'s plant.

BUILDING NOTES

Andalusia, Ala.—Bank Building.—The First National Bank will erect building; C. A. O'Neal, Montgomery, Ala., president.

Atlanta, Ga.—Institute.—The Georgia Pasteur Institute and Laboratory has been chartered by Dr. James N. Brawner and others; capital stock \$10,000.

Atlanta, Ga.—Church.—The Fourth Presbyterian congregation will build a \$5000 church; Rev. Thomas P. Cleveland, pastor.

Baltimore, Md.—Buildings.—George C. Haskell has completed plans for building to be three stories, of Pompeian brick, with stone and terra-cotta trimmings, and to cost \$18,000, for S. Hecht, Jr., & Sons.

Baltimore, Md.—Home.—J. J. O'Connor has contract for erection of proposed addition to St. James' Home for Boys; will be 84x30 feet and contain steam-heating apparatus, etc. Thomas C. Kennedy prepared plans.

Baltimore, Md.—Freight Sheds.—J. J. Walsh & Sons have contract for building two freight sheds for the Northern Central Railway at Calvert Station; to be of frame, covered with corrugated iron and supported on foundations of brick; cost \$50,000.

Baltimore, Md.—Hotel.—The \$85,000 hotel, Mt. Holly Inn, burned at Walbrook will be rebuilt. Address Daniel W. Dwyer, St. James Hotel.

Beaumont, Texas—Natorium.—August Nelson will build a natorium to cost \$12,500.

Bristol, Tenn.—Packing-house.—C. T. Stephenson & Co. of Knoxville, Tenn., have contract for erecting a \$6000 two-story brick building 28x50 feet at Bristol for the Armour Packing Co. of Kansas City, Mo.

Chattanooga, Tenn.—Office Building.—The Card Lumber Co. of Scottsboro, Ala., will erect an office building in Chattanooga.

Chattanooga, Tenn.—Business Block.—J. T. Drinnon will erect a two-story brick business block.

Coolmeade Falls, N. C.—Hotel.—The Coolmeade Cotton Mills will build a hotel, mill store, tenant houses, etc.; B. Frank Mebane, president, Greensboro.

Farmington, Mo.—Asylum.—The Westlake Construction Co. of St. Louis has contract at \$73,092 for erection of insane asylum at Farmington; plans call for five two-story cottages of brick and terra-cotta.

Hooper Island, Md.—Lighthouse.—Sealed proposals will be received at office of lighthouse engineer, Postoffice Building, Baltimore, Md., until June 14 for furnishing materials and labor necessary for erection and delivery of Hooper Island Lighthouse in accordance with plans and specifications, copies of which, with blank forms of proposals and other information, may be had upon application to W. A. Jones, lieutenant-colonel, U. S. A.

Lake Charles, La.—Warehouse.—The Wells Fargo Express Co. will build warehouse.

Louisville, Ky.—College.—C. A. Curtin has made plans for Louisville College of Dentistry.

Louisville, Ky.—Store Building.—Kenneth McDonald has made plans for store building for the Klein estate.

Louisville, Ky.—Office Building.—J. Ross Todd will build a nine-story office building.

Maysville, Ky.—Church.—St. Patrick's congregation will build a new church. Address "The Pastor."

Montgomery, Ala.—Warehouse.—The Armour Packing Co. of Kansas City, Mo., has awarded contract to N. A. Jones, also of Kansas City, for erection of warehouse in Montgomery. It will be a three-story brick, 75x125 feet, and cost \$20,000.

Montgomery, Ala.—Residence.—Leon Weil is erecting a \$10,000 residence.

Navasota, Texas—Depot.—The Houston & Texas Central Railroad Co. will build freight depot; G. A. Quinlan, general manager, Houston, Texas.

Newport News, Va.—Y. M. C. A. Hall.—B. B. Pritchard & Co. have received contract for building the proposed Y. M. C. A. hall.

Norfolk, Va.—Theater.—The Bijou Theater Stock Co. of Richmond, Va., has had plans prepared for its proposed theater at Norfolk previously reported.

Port Deposit, Md.—Buildings.—Peabody & Stearns of Boston, Mass., have prepared plans for additional buildings for Jacob Tome Institute; buildings include power-

house, steam-heating plant and other buildings; cost of entire improvements will be \$1,060,000.

Raleigh, N. C.—Warehouse.—The Raleigh Mills Co. is erecting a warehouse for storing cloth.

Sherwood, Texas—Courthouse.—Bids, plans and specifications will be received until June 11 for county courthouse, for which \$20,500 of bonds were recently reported as having been issued; W. F. Fokes, county judge.

Trinity, Texas—Depot.—The Missouri, Kansas & Texas Railway Co. will build depot at Trinity; A. A. Allen, general manager, St. Louis, Mo.

Washington, D. C.—Buildings.—M. H. Meline will build three-story brick and stone dwelling, with mansard roof, hot-water heat, etc., to cost \$25,000; L. D. Meline prepared the plans. J. T. Gibbs will erect brick dwelling to cost \$6000. A. J. King will erect brick dwelling, three stories, brick and stone, flat tin roof, hot-water heat and to cost \$12,500; John Joy Edson and A. B. Heaton, three-story brick dwellings, slate and tin roofs, hot-water heat, cost \$15,000; Josephine Davis, store and office building, seven stories, 56x38 feet, brick and stone, flat slag roof, steam heat, cost \$70,000; James G. Hill, architect.

Waxahachie, Texas—Cotton-mill Building.—D. Mahoney of Gatesville has contract at \$17,485 for erection of Waxahachie Cotton Mills' building.

Waycross, Ga.—Natorium.—A natorium will be built, 44x100 feet; tank will be 60x25 feet and hold 75,000 gallons of water. Address W. B. Fenton.

Wilmington, N. C.—Office Building.—The Atlantic Coast Line is having plans made for an enlargement to its present office building and the erection of an additional four-story office building 129x86 feet, site for which has been purchased at a cost of \$18,000; H. Walters, president.

RAILROAD CONSTRUCTION.

Railways.

Alberene, Va.—Work has begun upon an electric road from Rockfish to the quarries of the Virginia Soapstone Co. at Alberene.

Allendale, S. C.—It is reported that A. R. Wright has secured a contract to construct thirty-two miles of the proposed extension to the Southern system between Allendale and Hardeeville. Work is to be commenced immediately. The total length of the extension will be fifty-two miles. W. H. Wells, at Washington, is chief engineer of the Southern.

Allgood, Tenn.—It is stated that the Northern Construction Co. of Cleveland, Ohio, has been formed to build the proposed railroad between Albany, Ky., and Allgood by way of Burnside, Ky. Frank A. Carr of Chagrin Falls, Ohio, is one of the principal promoters.

Bentonville, Ark.—Right of way is being secured for a further extension of the Arkansas & Oklahoma Railroad now under construction to Grove, I. T. The road is now in operation between Rogers, Ark., and Southwest City, Mo., a distance of thirty-six miles. J. M. Bayless at Bentonville is general manager.

Broadway, Va.—The officers of the Brock's Gap Railway Co. are Park Agnew of Alexandria, Va., president, and F. Mertens of Cumberland, Md., secretary. The company proposes building from Broadway to a point in West Virginia, a distance of about ninety miles.

Brooksville, Ky.—Younger Alexander, general manager of the Cincinnati & Licking River Railroad Co., informs the Manufacturers' Record that surveys are being made for the proposed connection of the Brooksville Railroad and the Covington, Flemingsburg & Ashland Railroad, which it is expected to build during the present season. It is also proposed to extend the line to Morehead, Ky., on the Lexington division of the Chesapeake & Ohio. The company also intends making an extension next year to the coal fields in Morgan county. No contracts have been let as yet.

Chester, S. C.—The work of changing the Carolina & Northwestern Railroad from narrow to standard gauge has begun at Lincolnton, N. C. It is calculated to complete this work by November 1, when operations will be begun upon the proposed extension into Tennessee. L. T. Nichols at Chester is general manager.

Denison, Texas.—It is reported that the branch of the St. Louis & San Francisco Railroad between Denison and Sapulpa has been completed to a point eight miles south of Sapulpa, and that a connection will be made with the Choctaw, Oklahoma & Gulf

Railroad by August 1. Messrs. Johnston Brothers & Faught at Sapulpa are the principal contractors.

Eagle Lake, Texas.—The Cane Belt Railroad Co. has made arrangements to complete its line to Quintana, and has secured land for the necessary terminals at this town. The road is now in operation between Sealy and Bonus, Texas, a distance of twenty-eight miles. W. T. Eldridge, at Eagle Lake, is general manager of the company.

Elkanah, Tenn.—Surveys have been made for a spur of the Virginia & Southwestern Railroad, which will be about two miles long, extending to stone quarries in the vicinity. The spur will probably be built by the Virginia & Southwestern Company, of which C. K. Mount of Elizabethton, Tenn., is superintendent of construction.

El Paso, Texas.—A survey of the proposed extension of the Pecos Valley Railway from Roswell, N. M., to El Paso has been completed. J. J. Hagerman, at Roswell, is president of the company.

Ensley, Ala.—F. Marston, Jr., has been appointed engineer in charge of the branch of the Louisville & Nashville from Ensley to Phenix Station, a distance of forty-five miles. It is known as the North Alabama Railroad, and it is understood that contracts will be let for it in the near future. R. Montfort at Louisville, Ky., is chief engineer.

Ensley, Ala.—The Birmingham Southern Railroad Co. has made arrangements to construct a spur to a plow factory to be built in the vicinity of Ensley. J. G. Moore at Birmingham may be addressed.

Florida, Ala.—The Florida, Alabama & Northern Company, it is reported, will let contracts within the next sixty days for twenty miles of new line from Florida north, the entire length of the line being fifty-four miles, extending from Florida to Troy, Ala. E. E. Reese, at Laurel Hill, Fla., is general manager of the company.

Galveston, Texas.—A portion of the Galveston, Houston & Northern Railroad between Galveston and Houston is being improved with new ties, and is being regraded at several points. J. H. Hill at Galveston is manager.

Houston, Texas.—R. M. Hall, president of the Houston & Brazos Valley Railroad Co., states that right of way has been secured for a considerable distance, and that surveys are now being completed. This road is to extend from Houston into Indian Territory, a distance of 400 miles.

Huntsville, Ala.—It is stated that plans have been formulated to utilize trolley cars on a section of the Nashville, Chattanooga & St. Louis Railway between Chelmsford and what is known as Belle Factory. The electric current will be generated from water-power in the vicinity.

Jefferson, Texas.—The extension of the Missouri, Kansas & Texas Railroad from Jefferson to Waskom is nearly completed, the rails having been laid a distance of twenty miles. It is calculated that train service will begin on this branch by June 15. A. A. Allen at Dallas, Texas, is vice-president.

Lumberton, Miss.—Messrs. Camp, Hinton & Co. have secured a contract to build a portion of the Columbia, Lumberton & Gulf Railroad, which, it is understood, will be a branch of the Gulf & Ship Island Railroad. It is to extend between Columbia and Hub, Miss., a distance of twenty-two miles.

Nacogdoches, Texas.—The Southern Pacific Railway Co. has completed the grading of its Texas & New Orleans branch as far as Nacogdoches, and has secured right of way nearly to the Angelina river. J. T. Muhl at Houston is engineer.

New Orleans, La.—A number of the business organizations of New Orleans have petitioned the city council to give the necessary authority to build a belt railroad in the city and suburbs along the river front, to be owned and operated by the city. It is understood that contractors have offered to build such a line to be five and one-third miles long for \$65,000.

Oneonta, Ala.—R. Montfort, chief engineer of the Louisville & Nashville Railroad Co., informs the Manufacturers' Record that the company is now asking for bids for grading the route between Oneonta and Attalla, recently referred to.

Savannah, Ga.—It is reported that a project is on foot to build an electric line to Tybee Island from Savannah, and that a company of local parties will be formed to promote it.

Shreveport, La.—Work upon the extensions of the Shreveport & Red River Valley Railroad is in the following condition: Surveys are in progress between St. Maurice and Pineville, near Alexandria, La.; grading is

being done between St. Maurice and Bayou Darro. A contract has been let to complete the line to Colfax to the Grigsby Construction Co. and M. L. Linnam. These contracts represent thirty-two miles. The line is now in operation between Shreveport and St. Maurice, a distance of seventy-four miles. P. McIlvried, at Shreveport, is general manager.

Staunton, Va.—The officers of the Dump's Creek Railway Co. are J. Yost of Staunton, president; E. C. Shopley, vice-president, and W. H. McShen of Philadelphia, secretary and treasurer. As already stated in the Manufacturers' Record, this company proposes building a railroad to coal mines on Dump's creek which will be eight miles long. It will be a feeder of the Norfolk & Western. The headquarters of the company are in the Girard Building, Philadelphia.

Union, Mo.—Work has begun upon the extension of the St. Louis, Kansas City & Colorado Railroad which is to be built from Union through Gasconade county, a distance of forty-one miles. McCarthy & Belchard in Little Rock, Ark., have secured the contract for the grading. John Scullin of St. Louis is president of the company.

Waco, Ky.—It is stated that C. L. Searcy of Waco is interested in a short railroad line to connect the factory which he owns with the Louisville & Atlantic road.

Wheeling, W. Va.—The board of commissioners of Ohio county have adopted an ordinance authorizing an election to be held on July 17 to decide the question of issuing county bonds to the extent of \$500,000 in aid of the Uniontown, Waynesburg & West Virginia Railroad Co., which proposes building a line from Uniontown, Pa., to Wheeling, a distance of seventy-one miles. August Jutte of Pittsburg is one of the principal promoters of the enterprise.

Wilmington, N. C.—It is stated that the scheme to build a railroad between Wilmington and Southport has again been taken up, and that C. M. Wire at Philadelphia is promoting the project. The town authorities of Southport have granted the company right of way.

Yorktown, Va.—The Yorktown, Poquoson & Hampton Railway Co., which is promoting an electric line between Yorktown and Hampton, has elected T. S. Hubbard, president, and T. T. Hudgins, secretary.

Street Railways.

Dallas, Texas.—John H. Clark and others of New York have petitioned the city council for a franchise to construct a belt railroad in the city and suburbs.

El Paso, Texas.—A correspondent of the Manufacturers' Record writes that the new owners of the street railway in El Paso, also Jauz, Mexico, will meet on July 19 and will probably decide to change the systems and operate them by electric motors.

Richmond, Va.—The business men of Manchester, Va., are negotiating with the Richmond Traction Co. to secure an extension of its trolley system to Manchester. Among those interested in the movement is David L. Pulliam.

Valdosta, Ga.—T. G. Crawford and B. W. Bentley are interested in the proposed electric line in Valdosta, and, it is understood, are making arrangements to purchase the necessary rails and other equipment.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air Compressors.—O. A. Smith Roofing & Contracting Co., 27 Walton street, Atlanta, Ga., wants second-hand Ingersoll-Sergeant air compressor No. 10, three air drills and Lidgerwood hoisting engine No. 62, without boiler.

Automobile Manufacturers.—R. E. Burchett, Greenwood avenue, Clarksville, Tenn., wants addresses of automobile manufacturers.

Bag Machinery.—See "Cotton Mill."

Barrel and Box Machinery.—See "Wood-working Machinery."

Belting.—See "Saw-mill Equipment."

Beltting, etc.—See "Peanut Machinery."

Boat.—Lidgerwood Manufacturing Co., J. H. Dickinson, Southern Engineer, Atlanta, Ga., wants second-hand light tug or steamboat suitable to tow logs; quote price at Savannah or Macon, Ga.

Boiler.—See "Dry-kilns."

Boiler and Engine.—See "Peanut Machinery."

Boilers.—"Fire Box Boilers," care of Manufacturers' Record, Baltimore, Md., wants two large second-hand five-box boilers for drying purposes; must insure for sixty pounds pressure. Quote, with particulars, delivered either Philadelphia, Pa., or Charleston.

Boilers.—Mississippi River Commission, Fullerton Building, St. Louis, Mo., will receive sealed proposals in triplicate until June 23 for eight steel boilers (locomotive type). Information furnished on application; Mason M. Patrick, captain engineers, secretary.

Boilers.—People's Sugar Co., Limited, Perry, La., O. M. Nilson, secretary, wants two 200-horse-power water-tube boilers, second-hand.

Bottle Manufacturers.—P. J. Derieux, Tappanhook, Va., wants addresses of glass-bottle manufacturers.

Bridge.—Board of county commissioners, Louisville, N. C., will receive bids until June 16 for an iron bridge; length, 390 feet; width of roadway eighteen feet, with four-foot walkway on either side; to be built on stone piers already constructed, but to be four feet higher; piers are about thirty feet apart.

Bridges.—Clifton Forge, Va., contemplates building two iron bridges about 500 feet in length. John Donovan, committee, can be addressed.

Briquetting Plant.—Q. A. Tipton, Jr., Middleborough, Ky., wants addresses of builders of briquetting plants.

Canning Equipments.—W. P. Thompson, 26 West Peachtree street, Atlanta, Ga., wants information concerning canning, prices on equipments, etc.

Canning Machinery.—H. Lashram, Jacksonville, Fla., wants to purchase outfit for cannery.

Canning Machinery.—Chas. E. Gibbs, North Decatur, Ga., wants to correspond with manufacturers of canning machinery.

Cigarette Machinery.—See "Tobacco Machinery."

Clocks.—E. H. Lucas, Florence, S. C., wants addresses of makers of tower clocks and bells.

Coal-briquetting.—See "Briquetting Plant."

Cotton Mill.—Julien A. Hall, Morotock, Va., wants machinery for seamless-bag factory, including 100 looms, etc.

Cotton Mill—Wanted.—Good second-hand outfit for converting into batting 2000 pounds cotton in twelve hours. For further particulars address P. O. Box 604, Meridian, Miss.

Cotton-mill Machinery.—D. Dallas Armstrong, Columbia, N. C., wants to correspond with manufacturers of cotton-mill machinery.

Crimp Machine.—Birmingham Paint & Roofing Co., Birmingham, Ala., wants to purchase at once a 10 or 12-foot "V" crimp machine; new or second-hand, the latter preferred.

Dredging.—U. S. engineer office, Galveston, Texas, will receive sealed proposals in triplicate until June 30 for improving Galveston ship channel and Buffalo bayou, Texas, by dredging, etc. For information apply to C. S. Riche, captain engineers.

Drills.—See "Air Compressors."

Dry-kilns.—John H. Williams, 634 Buncombe street, Greenville, S. C., wants prices on combination planer for dressing hard and soft woods in making flooring, ceiling, molding, etc.; also wants addresses of dry-kiln manufacturers; also prices on one to two-inch steam piping in lots of 3000 feet and upward, and prices on 48-inch boiler on skids, sixty to sixty-five horse-power.

Dynamo-construction Material.—See "Sheet Steel."

Electrical Machinery.—Jackson Fiber Co., C. A. Tripp, manager, Jackson, Tenn., will buy steam piping, direct-connected 100-kilowatt generator and electric wiring.

Electrical Machinery.—Valdosta Electric Light & Power Co., Valdosta, Ga., is in the market for a 150-kilowatt street railroad generator, a 150-kilowatt incandescent generator, 16,000 alternations, not over 1000 revolutions, 1100 volts; also for an 18x48.15-foot flywheel and a Corliss engine, new or second-hand.

Electrical Plant.—H. A. Taylor, assistant secretary, Treasury Department, Washington, D. C., will receive proposals until June 19 for installing an electric and power plant in the United States custom-house, St. Louis, Mo., including engines, generators and switchboard. Proposals must be accompanied by certified check for \$500; bond required and usual rights reserved. Specifications and plans can be obtained by application to the above department, or to the custodian of the building, St. Louis, requests for which must be accompanied by certified check for \$10. Proposals must be addressed to the Secretary of the Treasury, and endorsed "Electric Plant, U. S. Custom-house, St. Louis, Mo."

Electric-light Plant.—A. G. Storey, chairman electric-light committee, Talladega, Ala., desires correspondence relative to the establishment of a complete electric-light plant.

Electric-light Plant.—Goldsboro (N. C.) Illumination & Traction Co., A. H. Edgerton, secretary, wants bids on erection of an electric-light plant complete or for the work in parts.

Electric-light Plant.—Williamston Oil & Fertilizer Co., Williamston, S. C., is in the market for a complete 50-light electric outfit, new or second-hand.

Elevator.—Wilson Laundry Machinery Co., Columbia, Pa., will be in the market for and wants prices on an 8x12-foot elevator.

Elevator (Grain).—R. I. Kirkpatrick, Whitesburg, Tenn., wants to investigate grain elevator; also steel tanks.

Engine.—See "Saw-mill Equipment."

Engine.—See "Electrical Machinery."

Excavation.—U. S. engineer office, Vicksburg, Miss., will receive sealed proposals until June 28 for excavating 7,500,000 cubic yards of earth, more or less. Information furnished on application; Thomas L. Casey, major engineers.

Fertilizer Factory.—See "Sulphuric Acid Works."

Furniture (Theater).—E. H. Lucas, Florence, S. C., wants to correspond with dealers in and makers of opera-house fixtures, chairs, etc.

Hardware Supplies.—Boykin-Roper Specialty Co., P. O. Box 362, Norfolk, Va., will need soft gray castings, wire goods, cabinet goods and punched goods.

Heating and Lighting Apparatus, etc.—The College of William and Mary, Williamsburg, Va., will receive sealed proposals until June 22 for installing systems of heating, lighting and water, systems to include artesian well, cypress storage tank of 20,000 gallons capacity and machinery for lifting water from well to tank, hot-water heating, gasoline gas plant of 200-light capacity. Specifications furnished on application to college authorities. Usual rights reserved. Bids can be made separately on each system, or on two or more combined. Address H. B. Smith, secretary.

Hoisting Engine.—See "Air Compressors."

Iron.—People's Sugar Co., Limited, Perry, La., O. M. Nilson, secretary, wants second-hand one and one-half miles of two-and-one-half-inch galvanized iron.

Knitting Machines.—C. A. Price, Marshall, Texas, wants addresses of makers of hosiery knitting machines.

Knitting-mill Machinery.—D. Dallas Armstrong, Columbia, N. C., wants to correspond with manufacturers of knitting-mill machinery.

Machine Tool.—Demorest Foundry and Machine Works, Demorest, Ga., wants second-hand iron lathe of from 24 to 30-inch swing; information and price requested.

Machine Tool.—Wanted.—A second-hand lathe, about six to eight feet between centers and to swing twenty to twenty-four inches. Address Peacocks Iron Works, Selma, Ala.

Machine Tools.—J. A. Martin, Lafayette, La., wants to correspond with dealers in blacksmith and wheelwright tools.

Metals (Anti-friction).—Wallach Brothers, 57 Gracechurch street, London, E. C., England, want to correspond with American makers of anti-friction metals, Babbitt metal, etc.

Mining Machinery.—See "Briquetting Plant."

Novelties.—W. D. Whicker, Lock Box 17, Oxford, Ind., wants addresses of makers of novelties, such as cheap rings, watches, etc.

Oil-mill Machinery.—J. C. Saxton, 18 Broadway, Room 713, New York, wants catalogues and full description from manufacturers of cottonseed-oil machinery for export.

Peanut Machinery.—The Bain Peanut Co., Wakefield, Va., is in the market for pulleys, hangers, shafting, belting, boxes, 60 to 70-horse-power engine and boiler and improved peanut machinery.

Pipe.—Newberne Cotton Oil & Fertilizer Mills, Newberne, N. C., is in need of some second-hand pipe for fire mains.

Pipe.—Edwin McDowell, 24 Ellis street, Atlanta, Ga., wants a few hundred feet of six-inch standard wrought-iron pipe.

Piping.—See "Dry-kilns."

Piping.—See "Electrical Machinery."

Polisher.—Western Produce & Provision Co., Brownwood, Texas, wants a pecan grader and polisher.

Pump.—See "Windmill."

Pump.—Newberne Cotton Oil & Fertilizer Mills, Newberne, N. C., is in need of a second-hand fire pump, standard size.

Railway Equipment.—Miller Supply Co., J. C. Miller, president, Huntington, W. Va., wants to buy 5000 tons 60-pound steel relay rails for delivery in South Carolina.

Riveting Machine.—Birmingham Paint & Roofing Co., Birmingham, Ala., wants riveting machine for stovepipe.

Roofing.—People's Sugar Co., Limited, Perry, La., O. M. Nilson, secretary, wants metal roofing, second-hand.

Roofing Papers.—J. W. Miner, Ronda, N. C., wants quotations on roofing papers.

Saw-mill.—Petersburg Iron Works Co., Petersburg, Va., is in the market for a hand saw complete and 36-inch circular saw with heavy table, all for working 15-inch oak. Quote prices delivered Petersburg, new or second-hand.

Saw-mill Equipment.—Elliott & Bliss Lumber Co., Childersburg, Ala., wants second-hand engine, 20x24-inch cylinder; steam nigger and a quantity of belting.

Saw-mill Machinery.—D. J. Boseley, Gorman, W. Va., wants a medium-size gang edger and a lath mill and bolter combined, second-hand or new.

Sheet Steel.—Tubos Forjados, Bilbao, Spain, wants to communicate with American makers of fine sheets one-half mm. thick, suitable for constructing dynamos; also of plates or sheets of mild steel quality, thickness from No. 22 B. W. G. upwards.

Shuttle and Bobbin Machinery.—See "Woodworking Machinery."

Steam Specialties.—The J. E. M. Milling Co., Frankfort, Ky., desires correspondence relative to improving its steam plant, so as to generate steam more economically.

Sulphuric Acid Works.—The A. P. Brantley Co., Blackshear, Ga., will want to purchase complete equipment for sulphuric acid and fertilizer works.

Tanks (Steel).—See "Elevators (Grain)."

Tinworking Machinery.—See "Riveting Machine" and "Crimp Machine."

Tobacco Machinery.—D. W. Branch & Co., No. 125 Herron street, Montgomery, Ala., want addresses of manufacturers of cigarette machinery.

Water-works.—See "Heating and Lighting Apparatus, etc."

Water-wheels.—D. Dallas Armstrong, Columbia, N. C., will need turbine water-wheels.

Well Boring.—The city of Quanah, Texas, will want bids on boring artesian well; A. Moseley, mayor.

Windmill.—Amos J. Hodges, Woodville, Texas, wants to buy windmill and pump for lifting water from well and putting it in a tank thirty feet above ground.

Wire.—F. G. Diago & Co., Apartado 281, Havana, Cuba, want prices on barbed wire and sheet zinc in carload and ton lots, respectively. Quote net c. i. f. Havana by sailing vessels if shipped from Eastern ports, and by steamers if from Southern ports.

Wire-goods Manufacturers.—See "Office Supplies."

Woodworking Machinery.—See "Machine Tools."

Woodworking Machinery.—See "Dry-kilns."

Woodworking Machinery.—Midway Lumber Co., McHenry, Miss., is in the market for barrel machinery and box machinery.

Woodworking Machinery.—John T. Faulkner, Edgefield, S. C., wants addresses of manufacturers of shuttle and bobbin machinery.

Woodworking Machinery.—Douglasville (Ga.) Coffin Co., J. M. Baggett, president, is in the market for machinery for manufacturing blinds.

Zinc (Sheet).—See "Wire."

TRADE NOTES.

To Represent Manufacturers.—A gentleman of business experience and possessed of some capital desires to represent manufacturers and introduce line of goods. For particulars address P. O. Box 480, Charleston, S. C.

Yellow-Pine Timber.—Lumber merchants wanting to buy in their line will find it of advantage to address P. O. Box 480, Charleston, S. C. The party has 500,000 feet of yellow-pine timber, which he will cut to any size to suit purchaser.

Boiler and Engine.—Having installed a large steam plant, a manufacturer of Baltimore is desirous of selling his former boiler and engine. The horse-power is fifteen, and both are in fine condition. A quick buyer can find a bargain. Address A. A. White, 1714 Guilford avenue.

Weighting Apparatus for Sale.—The Standard Lime & Stone Co. wants to dispose of weighing apparatus; same includes three pairs of Fairbanks 36-foot 60-ton track scales, with framing timber, and a 37-foot 60-ton track scale. Address for information the offices in Equitable Building, Baltimore, Md.

Suitable for Manufacturing.—Among the locations in Mississippi suitable for manufacturing plants is a tract of land near Bald, Miss. The property includes 253 acres in cultivation, forty acres in woodland and buildings. Railroad facilities are close at hand. Mrs. M. C. Torrey will furnish information to inquirers.

Mining-Cloth Factory.—The demand for wire mining cloth is constantly increasing with the enlargement of operations in the mining regions. The Ludlow-Saylor Wire Co., of St. Louis, Mo., has just completed a large factory, adding largely to its facilities for manufacturing wire goods, and especially its various grades of wire cloth.

Air Compressors for Europe.—J. W. Dunley, president of the Chicago Pneumatic Tool Co. and of the New York Air Compressor Co., has just returned from Europe with an order for twelve air compressors for European shipment. The New York Air Compressor Co. has also received an order for a compressor to be shipped to Yokohama, Japan.

Lee J. Langley, Attorney.—Announcement is made that Lee J. Langley has withdrawn from the law firm of Messrs. Hammond, Sken & Langley of Atlanta, Ga. The rapid increase in Mr. Langley's individual practice makes this action necessary. Mr. Langley solicits business from merchants, manufacturers and lawyers. Accurate information as to financial and credit responsibility of Georgia concerns furnished.

Pipe Wrench.—The pipe wrench is one of the most important of hand tools. The many uses to which it can be adapted have made it probably more widely used than any other hand tool. Improved forms of the pipe wrench have been introduced to users during recent years. J. L. Pearson of Goldsboro, N. C., holds patents on a pipe wrench which is claimed to have such meritable qualities as would make it in great demand if put on the market.

Success of New Industry.—The first annual meeting of the Scranton (Pa.) Bolt & Nut Co., held last month, showed that the new enterprise had transacted a most successful business for the year. Nearly 400 hands are employed, and the product is being shipped in large quantities, the trade extending as far as Cuba and Mexico. The plant itself has only been in operation since November. Already it is thought that enlargements will have to be made to attend to the trade.

Insulator-Pin Factory.—The great activity now prevailing throughout the entire country in the extension of telephone and telegraph lines causes a constantly-increasing demand for insulator pins and similar wood supplies used in the branches of business noted. A company now operating an insulator-pin factory wants to dispose of its plant. It is stated that plenty of locust and hickory timber is available, and that many orders are on hand. Those desirous of investigating may address "T," care of this publication.

Semibronze Packing Again to the Front.—The manufacturers of this well-known packing advise us, as an indication of the increasing popularity of their packing, of a recent shipment of a large order covering all sizes from one-quarter to one and one-half inches to the United States govern-

ment navy-yard at Norfolk. This order was placed through a Norfolk supply house. Semibronze packing is sold strictly on its merits, and satisfaction guaranteed. In piston-rod packing, as in everything else, the best is the cheapest. Are you using the best? Why not try Semibronze?

Cold-Water Paint.—As the merits of cold-water paint become better known to manufacturers more factories have the compound applied to them. The convenience of cold-water paint is what appeals strongly to the user, and moreover, this paint has the efficiency that is required. Messrs. J. A. & W. Bird & Co. of Boston, Mass., manufacture a cold-water paint which they call "Magnite," and it is rapidly acquiring a reputation with factory-building owners. One of the most recent recommendations of "Magnite" comes from the extensive Avondale Mills of Birmingham, Ala. That company speaks of "Magnite" as giving "perfect satisfaction."

Timber and Water-Power.—The development of Southern water-powers has been one of the leading features of manufacturing progress in the section during the last few years. Landed properties that include water-powers, together with large supplies of timber lands, are constantly being purchased and developed in the South. One such property is in charge of Perry M. Buckingham of Barnwell, S. C., who is offering it for sale. This plantation contains large quantities of white oak, ash, poplar, hickory, cypress, etc., with a water-power supplying 5000 gallons per minute, and is adjacent to the Savannah river, thus affording a rafting highway to Savannah, Ga. Send for booklet describing the property in detail. (See advertisement.)

Brazers, Furnaces and Kindred Apparatus.—The White Manufacturing Co. of Chicago is busy moving into its new building, 192-194 Michigan street. Increasing business has compelled trebling capacity of the company for the manufacture of the hot-blast line of torches, brazers, furnaces and enameling ovens. The Western agency for the Standard Gauge Manufacturing Co. of Syracuse, N. Y., has been taken by the White Company, and a full line of goods will be in stock; also a full line of brass sheets, rods and tubes. The first floor of the new building is devoted to the stockroom and offices; the second to the manufacture of the White Star burner and fixtures for lighting purposes; the third and fourth floors to the manufacture of torches, brazers, furnaces, etc.; the fifth to the new brass foundry, and the basement to the manufacture of enameling ovens. The increasing demands of the trade can now be filled promptly.

Ornamental Iron and Wire.—The most casual observer has noted the increasing use of ornamental iron and wire goods. For fencing, railings, balconies, fire-escapes, stairways and general work both iron and wire have come to be largely used. One of the leaders in this branch of manufacture is the Ornamental Iron & Wire Co. of Chattanooga, Tenn., and it states it is now the largest concern of its kind in the South. The company has just completed doubling its facilities, and will be even better prepared than before to supply its numerous kinds of ornamental iron and wire work in many designs. The Ornamental Iron & Wire Co. has attained its prominent position in this branch of manufacture within the past six years, starting from an initial equipment that employed three hands and offered to buyers a limited grade of iron and wire fencing. Catalogue "E" illustrates and describes the goods mentioned. Copy furnished on application to the company.

Engineering Specialties.—One of the leading companies in its class of the United States is the Foster Engineering Co. of Newark, N. J. This concern has been transacting a continually-growing business since its inception nine years ago, and now it has a factory also in Manchester, England, and offices in Paris, Berlin, Budapest and other European cities. The company manufactures principally regulators of steam pressure, which it sells all over the world. These regulators are used in the American, Japanese, Brazilian and Danish navies. Another product of the Foster Company is valves. One was recently made at the Newark works for Krupp of Germany, and what is claimed to be the largest ever made is being constructed now for the Carnegie Company. The Foster Engineering Co. will build a new factory in Newark three stories high, to contain 25,000 square feet of floor space and employ 300 skilled mechanics. This enlargement is made necessary by the rapidly-growing trade.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record, Baltimore, Md., June 6.

The local phosphate market has ruled quiet during the past week, in sympathy with other fertilizer ingredients. There is some inquiry for Florida and South Carolina rock, but the volume of business has been light. At points of production business has ruled quiet, and while miners are generally engaged, the demand is not as liberal as could be desired. In South Carolina prices for rock rule steady, with a fair output and some foreign demand. The demand for Florida rock continues unchanged, with considerable pebble phosphate going out from Tampa and Peace River rock from Punta Gorda. The shipments of hard rock have been fairly active from the ports, and for the five months ending May 31 Fernandina shipped 100,779 tons and Savannah 52,721. The shipments for the present month are estimated at about the same as May, and a number of vessels have been chartered to load late June and July. In the Tennessee field miners are actively engaged, and are in need of more laborers. The market for Tennessee phosphate at Mt. Pleasant is steady at last quotations, and while the domestic demand is not urgent, there is some foreign inquiry. From Pensacola last month the foreign shipments of Tennessee rock amounted to 13,618 tons.

Fertilizer Ingredients.

The ammoniate market continues to show an easy feeling, while the business volume is of moderate proportions, and last week's offerings were readily taken at current quotations. Messrs. Thos. H. White & Co., in their circular for May, say: "May has shown a very good demand for animal matter, but with more liberal supplies and the abstention of Southern manufacturers from the market prices have gradually declined. Since April 1 (when the winter advance culminated) the recession has been so great that it seems to justify buyers in maturely considering the position with reference to now supplying their summer wants."

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 90	@ 2 92½
Nitrate of soda.....	1 80	@ 1 85
Blood.....	2 00	@ 2 05
Azotine (beef).....	2 20	@ 2 25
Azotine (pork).....	2 20	@ 2 25
Tankage (concentrated).....	1 85	@ 1 90
Tankage (9 and 20).....	2 05 & 10¢	2 10 & 10
Tankage (7 and 30).....	2 00	@ 2 05
Fish (dry).....	24 00	@ 25 00

Phosphate and Fertilizer Notes.

The shipments of Tennessee phosphate rock from the port of Pensacola for the month of May amounted to 13,618 tons.

Messrs. J. M. Lang & Co. report the shipments of high-grade Florida phosphate rock from the port of Savannah for the month of May at 4862 tons, and amount previously reported for 1900 at 47,859 tons, making a total to June 1 of 52,721 tons.

Messrs. Thos. H. White & Co., 104 Commerce street, Baltimore, make the announcement that Messrs. Harry W. Saxton and Ambrose W. Tancy have an interest in their business dating from May 1. These gentlemen are considered experts in all matters relating to fertilizer ingredients.

The following shipments of phosphate rock from the port of Punta Gorda, Fla., for the month of May are reported: Steamship Leonora, 3040 tons to Liverpool; steamship Main, 3849 tons to Plymouth, England; schooner David P. Davis, 1790 tons; schooner Ida C. Southard, 1204 tons, and schooner Hattie P. Simpson, 1907 tons to Baltimore—total,

10,900 tons; amount previously reported, 6445 tons, making the total shipments for five months ending May 31, 17,435 tons.

The steamship Winifred sailed from Port Tampa last week with 3304 tons of pebble phosphate for Cartaret, N. J. The cargo came from the Palmetto Phosphate Co. The Norwegian steamship Nordkap sailed from the same port during the week with 2650 tons of rock phosphate from J. Buttgenbach & Co. for Stettin. The schooner C. S. Glidden sailed on the 31st ult. with 1918 tons of pebble phosphate from the Palmetto Phosphate Co. for Baltimore. The schooner James W. Filch from Philadelphia was loading a cargo of phosphate on the 2d inst.

The May shipments of phosphate rock from the port of Fernandina were very heavy, amounting to 32,250 tons, all foreign; the amount previously reported for 1900 amounted to 68,529 tons, making total shipments to June 1, 1900, aggregate 100,779 tons. The estimated shipments for the present month amount to 25,000 tons, and charters reported as follows: Steamships Byron and Strathford, by C. E. Abson; steamships Roehampton, Newby and Renbeus, by the Dunnellon Phosphate Co.; steamship Birchton, by the Dutton Phosphate Co., and steamship Basuta, by L. R. Chazel.

Scribner's Magazine for June opens with an article appropriate to the season of national conventions. It is entitled "How a President Is Elected," and gives a view behind the scenes of the way in which the great machinery of a presidential election is put in motion. It begins with a meeting of the national committee, which decides on the place where the convention is to be held, and terminates with the last night of the campaign, when the successful chairman telephones from headquarters "I congratulate you, Mr. President." The author, A. Maurice Law, is a Washington correspondent who has had every facility to see the workings of a campaign. A brilliant series of pictures fully illustrate the narrative.

Railroad officials are calculating on very large shipments of fruit this season. It is stated that the pineapple traffic will be the greatest on record.

Eighty carloads of pig-iron were shipped on May 31 from the Birmingham district to New Orleans for export.

Summer Outings—Personally Conducted Tours via Pennsylvania Railroad.

The Pennsylvania Railroad Co. announces the following personally-conducted tours for the summer and early autumn of 1900:

To the North, including Niagara Falls, Thousand Islands, the St. Lawrence, Montreal, Quebec, trip up the Saguenay to Chicoutimi and return, Au Sabie Chasme, Lakes Champlain and George, and Saratoga, July 21 to August 4 and August 11 to 25. Rate, \$125 from Baltimore, including all necessary expenses during the entire time absent. Proportionate rates from other points.

To Niagara Falls, excursion tickets good to return within ten days will be sold on July 26, August 9 and 23, September 6 and 20, October 4 and 18, at rate of \$10 from Baltimore. These tickets include transportation only, and will permit of stop-over within limit at Buffalo, Rochester, Canandaigua and Watkins on the return trip, except on the excursions of August 23 and September 20 from Philadelphia and tributary points, which will be run via Manunka Chunk and Delaware, Lackawanna & Western Railroad. On these two excursions stop-over will be permitted at Buffalo on return trip.

For itineraries and further information apply to ticket agents, or address Geo. W. Boyd, assistant general passenger agent, Philadelphia, or B. Courlaender, Jr., P. A. B. D., N. E. corner Baltimore and Calvert streets, Baltimore, Md.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters. Items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	101	104
Alken Mfg. Co. (S. C.)	95	100
Anderson Cotton Mills (S. C.)	128	132
Arkwright Mills (S. C.)	122	126
Augusta Factory (Ga.)	85	90
Avondale Mills (Ala.)	80	85
Belton Cotton Mills (S. C.)	102	105
Bennettsville Mfg. Co. (S. C.)	115	120
Cannon Mfg. Co. (S. C.)	165	200
Clifton Mfg. Co. (S. C.)	190	200
Courtenay Mfg. Co. (S. C.)	118	120
Darlington Mfg. Co. (S. C.)	92	95
Dilling Cotton Mills (N. C.)	110	115
Delgado Mills (N. C.)	104	106
Dixie Cotton Mills (Ga.)	62	65
Eagle & Phoenix Mfg. Co. (Ga.)	104	110
Edna Cotton Mills (N. C.)	90	102
Enterprise Mfg. Co. (Ga.)	103	105
F. W. Poe Mfg. Co. (S. C.)	133	136
Gaffney Mfg. Co. (S. C.)	130	132½
Graniteville Cotton Mills (S. C.)	165	170
Granby Mills (S. C.)	100	104
Greenwood Cotton Mills (S. C.)	102	105
Grondel Mills (S. C.)	102	105
Henrietta Mills (N. C.)	210	225
Indiana Head Mills (Ala.)	105	107
John P. King Mfg. Co. (Ga.)	135	150
Laurens Cotton Mills (S. C.)	115	120
Langley Mfg. Co. (S. C.)	109	112
Lockhart Mills (S. C.)	90	101
Loray Mills (N. C.)	90½	96
Mills Mfg. Co. (S. C.)	125	130
McColl Mfg. Co. (S. C.)	115	125
Newberry Cotton Mills (S. C.)	103½	105
Orr Mfg. Co. (S. C.)	115	120
Odell Mfg. Co. (N. C.)	200	200
Pacolet Mfg. Co. (S. C.)	190	200
Pelzer Mfg. Co. (S. C.)	190	200
Piedmont Mfg. Co. (S. C.)	122	130
Raleigh Cotton Mills (N. C.)	100	102
Richland Cotton Mills (S. C.)	105	110
Roanoke Mills (N. C.)	90	101
Southern Cotton Mills (N. C.)	130	145
Spartan Mills (S. C.)	130	135
Union Cotton Mills (S. C.)	101	104
Union Cotton Mills (S. C.) Pref.	115	118
Victor Cotton Mills (S. C.)	85	90
Warren Mfg. Co. (S. C.)	102	105½
Warren Mfg. Co. (S. C.) Pref.	110	115
Wilmington Cot. Mills (N. C.) Pref.	118	125
Wiscasset Mills (N. C.)		

New Corporations.

J. W. Lockwood, Jr., of Richmond, Va., is interested in a bank being organized at Orange, Va.

F. P. Wells is president of the bank of Devall's Bluff, Ark., recently organized with \$50,000 capital stock.

H. W. Atchison is one of the directors of the Jackson Deposit Bank of Jackson, Ky., which has been formed with \$15,000 capital stock.

The new bank at Alexander City, Ala., is to be called the Citizens' Bank. Benjamin Russell, Jr., is president, and T. C. Russell, cashier.

C. D. Hereford and George C. Weimer are interested in the Bank of St. Albans, recently organized with \$25,000 capital stock at St. Albans, W. Va.

The People's Bank, recently organized at Crowley, La., has elected T. J. Toler, president; B. M. Lambert, vice-president, and P. L. Lawrence, cashier. The bank is capitalized at \$50,000.

Mr. S. Bryant has been elected president; C. L. Lindsay, vice-president, and J. H. Cole, cashier, of the Bank of Randleman, recently organized at the town of this name in North Carolina.

New Securities.

The Atlantic & Danville Railway Co. has made a deed of trust to secure a bond issue amounting to \$4,425,000.

The State of Maryland has purchased the issue of \$300,000 in 3 per cent. bonds recently offered, for its sinking fund.

J. J. Tolson, city clerk, will receive bids until June 25 for the issue of \$80,000 in 4 per cent. bonds of Newberne, N. C.

Messrs. Farson, Leach & Co. of Chicago have purchased the issue of \$13,000 in 4½ per cent. refunding bonds of Madison, Ga.

Local investors have purchased the issue of \$17,000 in bonds of Lynchburg, Va. The bonds bear 4 per cent. interest,

and sold at prices ranging from 107½ to 108½.

It is announced that the Moultrie Banking Co. of Moultrie, Ga., is considering an increase in its capital stock of from \$25,000 to \$50,000.

The issue of \$17,000 in 5 per cent. bonds of Gatesville, Texas, has been secured for the school fund investment in that State. The issue was sold at 103.88.

The people of Coke county, Texas, have voted in favor of issuing \$9000 in 4 per cent. bonds. The county commissioners may be addressed at Robert Lee, Texas.

P. M. Buckingham may be addressed relative to the issue of \$5000 in 5 per cent. bonds, for which bids will be received at Barnwell, S. C., until June 15.

The town of Waynesville, N. C., will issue between \$15,000 and \$20,000 worth of bonds about July 1 for improvements. T. L. Green is chairman of the board of aldermen.

The Gulf & Ship Island Railroad Co. has given a mortgage to the Colonial Trust Co. of New York to secure a bond issue amounting to \$1,050,000 at 5 per cent. interest.

The election to decide the question of issuing \$350,000 in bonds will be held at Vicksburg, Miss., July 3, instead of July 7, as originally intended. The mayor will give further particulars.

W. W. Johnson, city clerk, will receive bids until June 25 for the issue of \$490,000 in refunding bonds of San Antonio, Texas. The maximum rate of interest on these bonds will be 4½ per cent.

The issue of \$60,000 in bonds of Clark county, Virginia, have not been sold as yet, and are again on the market. They bear 4 per cent. interest. W. A. Bradford at Berryville, Va., will give further particulars and receive bids.

Dividends and Interest.

The German Bank of Louisville, Ky., has declared a semi-annual dividend of 6 per cent.

The Queen Anne's Ferry & Equipment Co. of Baltimore has declared a quarterly dividend of 2 per cent.

The Alabama Building and Loan Association has declared a semi-annual dividend of 3 per cent. on its paid-up stock.

The Mercantile Trust & Deposit Co. of Baltimore will pay interest due June 1 on the following bond issues: Chesapeake Gas Co. 6s, William A. Moale 6s, Roanoke Railway & Electric Co. 5s, Electric Park & Exhibition Co. 6s, City of Norfolk 5s, Manchester Water Co. 6s, Seaboard Air Line Equipment Trust 5s, series A and B; City of Lynchburg 4½s, Monongahela River Railroad Car Trust 6s.

Financial Notes.

The city of Manchester, Va., has issued a call for \$125,000 worth of 3½ per cent. bonds, which are to be redeemed July 1.

At the annual meeting of the Baltimore Stock Exchange Mr. Derick Fahnestock was elected president, and Clymer White, chairman. Mr. Fahnestock has been re-elected for the twelfth time as president of this organization.

A Valuable Publication—The Pennsylvania Railroad 1900 Summer Excursion Route Book.

On June 1 the Passenger Department of the Pennsylvania Railroad Co. will publish the 1900 edition of its Summer Excursion Route Book. This work is designed to provide the public with descriptive notes of the principal summer resorts of Eastern America, with the best routes for reaching them and the rates of fare. It contains all the principal seashore and mountain resorts of the East, and over seventeen hundred different routes or combinations of routes. The book has been compiled with the greatest

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care, and altogether is the most complete and comprehensive handbook of summer travel ever offered to the public.

The cover is handsome and striking, printed in colors, and the book contains several maps, presenting the exact routes over which tickets are sold. The book is profusely illustrated with fine half-tone cuts of scenery at the various resorts and along the lines of the Pennsylvania Railroad.

On and after June 1 this very interesting book may be procured at any Pennsylvania Railroad ticket office at the nominal price of ten cents, or, upon application to the general office, Broad Street Station, by mail for twenty cents.